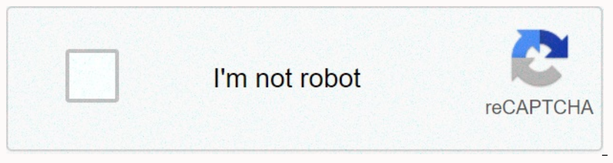

Continue

Husqvarna yth24v48 oil filter cross reference chart

The next important step in changing your oil replaces the oil filter. Remember, the oil filter holds all the excessive splashes and crimes that the oil catches while lubriing the engine. Changing filters is essential for car maintenance because without new oil filters in place, new engine oil is going through an old filter, making it dirty and less effective. You can check your car's manual to find out which size filter you need. They can be purchased at any auto maintenance store for around $5, or up to about $20 for a performance filter. When you're under a vehicle draining the oil, look for an oil filter. It will be cylindric and maybe blue, white, black or orange depending on the brand. Use an oil filter wrench, available in any automotive maintenance store, and make it the clockwise direction to loosen the filter. Old filters will have hot oils in them so be careful when taking them. One round with a wrench should loosen it enough to rotate it from all over the way by hand. Advertisement Before installing a new oil filter, first take a little clean oil and rub it around the new filter rubber gasket. This will help the new filter fit snugly to the engine block. For good vehicle maintenance, it is also a good idea to use rags to clean any excess oil around the area where the filters twist to the engine. Take a new filter and screw it on the engine block by hand. Once it snug, strain with the wrench of the oil filter. It should take about half to three quarters of the turn to get it firmly. Remember, you want the filter on strict, but don't tighten it too either; you can damage the filter and cause it to leak. On the next page, you will learn how to fill your car engine with the right amount of oil. Jupiterimages/Gambar.com/Getty Images Glove oil filters tightened during installation will tighten when the engine heats up and cools. During 3,000 to 5,000 miles between oil changes, filter cover can tighten enough that a filter wrench is needed to remove it. Oil filter wrenches are available in many variations but two common styles are affordable and easily found. Rope style wrenches fit different size filters and adjust to tighten the casing. Socket style wrenches fit the type and size of the filter casing specified but require less room to operate than a rope-style wrestling. Set the rampage in front of each vehicle's front tyres. Drive your vehicle up to a raging car. Switch off the vehicle. Apply spot brakes Car. Place the wheel toddle behind each vehicle's rear tyres. Leave the engine cool for at least an hour. Slide the drain pan under the vehicle's oil pan. Remove the drain plug from the engine pan with an open wrench. Allow the oil to flow from the oil engine pan. Replace the drain plug. Strain the plug with an open wrench. Move the drain pan below oil filters. Slide the rope-style wrestling strap over the casing oil filter with the back of the handle facing towards the clock. Push the handle clockwise to release the casing oil filter from the engine. Pull the tool handle clockwise to rotate the handle if you run out of space to reject the tool holder. Rope-style wrestling slides from oil filter covers. Turn the oil filter wrench direction watch by hand to remove the filter holes from the engine. Push the socket filter wrench to the bottom of the oil filter casing. Set the 3/8-inch ratchet handle to turn the clockwise direction. Push the end of the ratchet handle into the socket wrestling socket filter. Turn the ratchet handle clockwise until the oil filter casing loose. Rotate the clock's loose casing filter by hand to remove it from the engine. Skip to the main contents of Home Family Handyman Is your car oil all black and gun? It's better to change that now. Here's how to choose the right oils and filters for your vehicle. By DIY Magazine experts Handyman FamilyYou magazine may also be like: TBDCar Oil and filterThere many optionsViscosity isn't the only option you need to make when buying oil for your vehicle. A synthetic, conventional, or synthetic mixture is available from various manufacturers. Whether you change your own oils or have stores doing it for you, choosing the right oil, filters and service intervals has never been more challenging. Because even if you follow the type of oil and viscous recommendations indicated in your owner's manual, you still have at least a dozen oil formulations to choose from. And the oil filter comes just as much flavor. We can help answer: What oil filters I need. You can buy a $14 filter with the specifications of holding the highest dirt and the fastest mileage rating. But do you need to spend much if you change your oils on schedule? Then there's the issue of extended drain intervals. Can you really go 12,000 to 15,000 miles between oil changes? We contacted experts in Valvoline, Mobil 1, Pennzoil, Royal Purple, Fram and WIX Filters for the latest advice you can bring to the bank. And we're going to kill some myths in the process. But first, the lesson is quick in the basics of engine lubrition. The main work of primary engine oil is to create very thin cushion films to separate metal components and prevent relationships as a rotating and bang part against each other. Inside the burning chamber, oil movies act as sealants to close the gap between piston rings and cylinder walls. Constant friction, pounding and wearing friction creates heat. So the second job of oil is brings frictional heat and cold metal parts. Next, the oil needs to clean the engine and carry dust, dirt, combustion by products (soot and acid) and disheveled oil medications to the filter to be captured. In In the oil must adjust the acid, prevent metal from corrosing, and continue to froth as parts of the air whip into it. And it contains antioxidants to protect itself from damage. Oil does all these things. But first it has to circulate. To do so, it must flow well. And that's where it gets complicated. Thin oil (5 weight) pumps well when cold. But it's thin when it's hot, making it harder to maintain cushion movies. Thicker oil (30 weights), on the other hand, retains a powerful cushion film that is not thin when hot. But it is almost impossible to pump when cold. To get the best of both worlds, automakers determine multi-viscosity oils (5W-30, for example). It's thin and pumps when it's cold, but thickens as it warms up (see Regular Oil vs. Synthetics below). Engineers determine exactly what viscem range is best suited for any particular engine. Apart from ignorance, using the wrong viscracy of oils is the single most common cause of premature engine wear. And most of that dress happens when the cold begins. What is considered a cold starter? If your vehicle doesn't run for three hours or so, it's cool—even if you live in Arizona! The automaker's recommendations are in your owner's manual or right on the oil filler cap. Never guess the automaker's recommendations, even if you know-all-buddy saying different viscosity oils will work better. Ignore the automaker's recommendations at your own risk. The viscity of your car's essentials may be stamped on a filler cap. Getting rid of oldold oils won't workIf a bottle of oil is in your garage for more than five years, go go go against it and throw it away. If it's in the can, send it to the Smithsonian. Always throw away the old oils properly. Oil has a life expectancy of about five years. So, if you bought an oil truck sold 20 years ago, don't think you could pour it in your 2013 truck. Declining oil in a can or bottle only from sitting in your garage. Q: My car had a high stone and my buddy told me to switch from 5W-30 oil to 20W-50 to get a better piston sealer. A: Oils 20W-50 give the strength of better piston-to-cylinder films. But it will cause more engine wear at the beginning of the cold. Use high mileage (HM) 5W-30 oil instead and get the same protection at the beginning and strength of better movies when it is hot. Fill just to the top line on dipstickDon not overfillEven if your engine leaks or burn oils and you get bored to overcome it, overfilling isn't the answer. crankcase is really bad for your engine. Even if your engine leaks or burning oils and you get bored to overcome it, overfilling isn't the answer. Running too much engine actually causes excessive use of oils that can destroy your catalytic converter (about $1,000 to repair). And, when the oil level is too high, the engine parts rotate the air whip into it, turning them into foam. Foam does not lubricant or cold, cold, the engine parts are too hot, wear and fail. Adding the wrong oil is better than driving without oil The wrong oil is better than no oilIf you can't find the right oil in the nearest convenience store, it is better to add the wrong oil than continuing to drive on oil steam. You should check your oil levels regularly. But most of us don't. If you are driving a leak or an oil burner and find yourself low on oil, you need to act fast or you will destroy the engine. If you can't find the right oil at the nearest convenience store, it's better to add the wrong oil than continuing to drive on oil vapor. Grab a bottle of multiviscosity oil closest to the manufacturer's recommendations and pour enough to restore oil levels. If you only add 1 qt., you can wait until the next oil change. But if you have added 2 or more wrong oil quartets, get your vehicle for oil changes soon. Oh, and fix the leaks that cause low oil conditions. Q: My engine needs oil. I have a bottle with the right viscenity and the current 'SN' rating, but it's a different brand. Can I use it to overcome my engine? A: Mixing different brands is fine. Car oil for high-mileage oilHigh-mileage (HM) contains a seal conditioner that rejuvenates fragile seals. And it contains addals to increase the strength of the film when the oil is hot. Depending on the brand, HM car oil may also include anticorrosive, acid-neutralizing and antiwear additive additives. If you have a high mileage engine and want to keep it running, HM oil is worth a higher price. Q: If I switch to synthetic oil, can I extend the drain interval? A: If your vehicle is covered by guarantee (factory or extended), you MUST follow the time interval of oil changes recommended by the vehicle manufacturer even with synthetic oil. If you are not covered by a guarantee, consult an oil producer for the recommended trench interval. Common oil vs. synthetic oilRegular Molecule Oilgular is a mineral-based natural ingredient, with molecules varying in size. This bearing ball gives you a glimpse. Imagine trying to slide on them! The synthetic oil molecule oil moleculeSynthetic is made of oil and gas that has been broken apart and reassembled, molecular by molecules. Molecules are uniform sizes, so oil pumps are better when it comes to cold and maintain strong movies when hot. Q: I want to turn to synthetic car oil and read that because synthetics have a better detergent, I need to engine with solvers first. A: Just make a switch—never pump your engine with solvency. Buy good car oil filters for synthetic oil producers Typically make some refinery grades, better, best. If you use mineral oils and change them and your filters are on schedule, you don't have to spend more on better filters. But if you use synthetic oils or intend to go longer between oils buy brand filters names online. Many newer engines use cartridge filters instead of spin-on design. Always note the location of the O-ring when you remove the cap and replace it with a new O-ring in the filter box. Lube O-rings with oil, and use a torque wrench set to the manufacturer's specifications for tightening the cap. Mark the position of the contact when installing a new filter Marks the position of the car oil filter when the filter gasket first makes the contactA white paint pen work properly for black filters or other dark colors. Pen feels black works well on a brightly colored car oil filter. Loose car oil filters are the cause of No. 1 leakage of oil. Follow the tightening instructions on the box. Rotate until the gasket contacts the mounting surface. Draws a line on the filter in a 12-hour position. Tighten the recommended number of turns and then stop. Bigger not betterFollow manufacturer recommendations when choosing a carDon oil filter do not think you get better filtering by replacing larger filters just because it fits the thread on your engine. Oil filters are specialized applications. Don't think you get better filtering by replacing larger filters just because it fits the thread on your engine. It may have different filter media, flow rates or bypass the valve rating from the right filters. Do not second-guess the filter manufacturer. Manufacturer.