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Starting with the basics... make sure the car is parked on flat/level ground, apply handbrake, chock the rear wheels, jack up the front end using the correct jacking points and place axle stands under the wishbones at each side.

There are two access panels in the undertray but TBH it's a total nightmare trying to work through them so you really have to remove the undertray completely for best access. So remove all the bolts/screws and slide it back to release it from the front bumper.

Now play "hunt the oil **filter**", as you lie under the car it's located towards the front/right of the engine.

The end of it just visible here:



And looking over the exhaust downpipe you can see it quite clearly here:



The standard **filter** is very short which makes it even more awkward to fit/remove. There's a suitable Champion **filter** F108 which is a bit **longer** but I couldn't source one of these anywhere locally so got another equivalent which was even **longer**, a Coopers Z68 **filter**.

As this pic shows it's approx. twice the length of the original Fram **filter**:



First you have to drain the old oil, the sump plug is located at the back of the sump and is removed with an 8mm hex drive. You might want to replace the copper washer with a new one but it's not absolutely necessary.

Sump plug shown here:



Place a suitably large basin (at least 5L) under the sump, as the next pic shows the oil flows out at an angle (not straight down) so make sure the basin is far enough back!



Leave for 10-20 mins to drain into the basin, then put a rag (or small plastic container) under the last of the drips and move the basin forward to catch the rest of the oil when you remove the **filter**, make sure it's under the 2 drain holes shown in the next pic.

You can see the oil still dripping from the drain holes and down/along from the front end of where the **filter** is accessed here:



Removing the **filter** by hand can be very tricky or impossible. Due to the **filter** being so short none of the usual wrap-around tools will fit, so get a proper **filter** wrench set (I got a set of 14 from ebay for about £30) and select the correct size like this:



With the **filter** removed you can clean up the rest of the excess oil and clean the flat/round "landing zone" where the new **filter** will tighten down onto:



Before fitting the new **filter** pour a little fresh/clean oil into the lid of the oil can and smooth a thin layer of it around the rubber gasket on the new **filter** with your finger.



Tighten the new **filter** in place by hand, then use the wrench to give it a final 1/2 turn. The coupe is famous for leaking oil from around the **filter** so make sure it's tight, but don't over-tighten!

The new **filter** in place, you can see that it's much easier to access now, even with a wrap-around type tool:



But it still has plenty of clearance from the exhaust downpipe:



Refit the sump plug with the 8mm hex drive, but be VERY careful not to overtighten it as the thread is easily stripped!

You can now refit the undertray and lower the car back onto the ground, before refilling with oil.

An initial oil fill on a new engine requires 5L, but even after draining there's always some oil left in the oil cooler and pipes, so at first about 4L was enough to get a max reading on the dipstick.

Start the engine and let it idle for 5 mins, then stop the engine and wait 20 mins for the oil to drain back into the sump before checking the level again. At this point I had to top up with another 0.5L to bring back to the max level again.

If there are any minor leaks from the sump plug or **filter** they'll drip onto the undertray for a while before they leave enough oil to drip off it onto the ground, so keep checking for a few weeks to be sure everything is OK.