

DIY – Changing Spark Plugs

R129 with M119 Engine

1996-1998 with 8 Individual Coil Packs

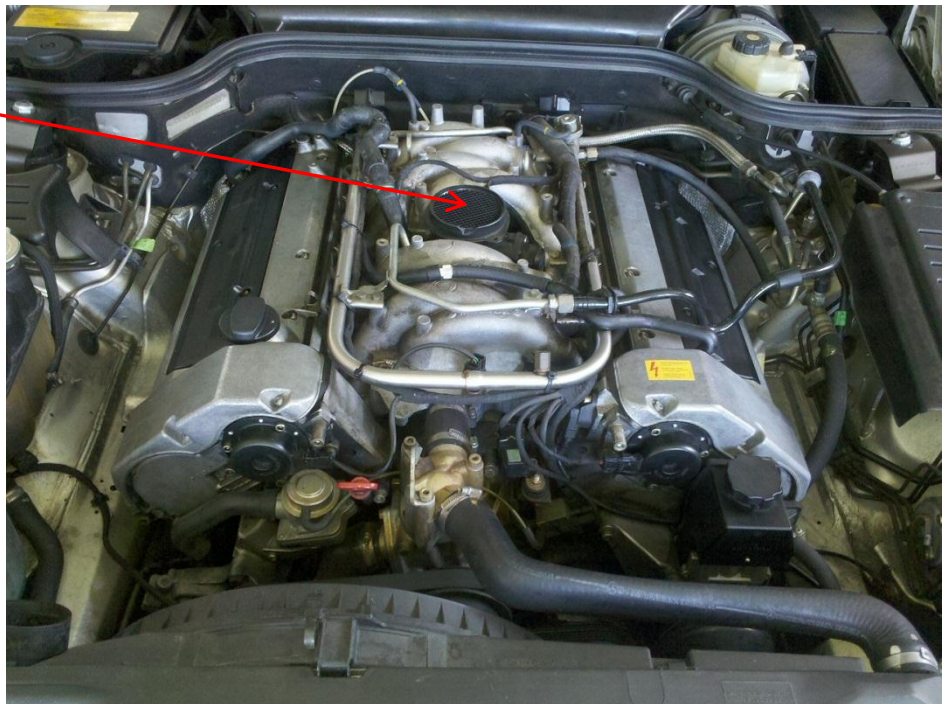
Tools Needed

- 5/8 Plug socket with rubber insert or magnetic socket
- (2) 6" Extensions
- 8 mm Socket
- 5 mm Hex Bit Socket
- (8) Bosch F8DC4 Spark Plugs (Available from AutohausAZ @ \$2.37 each)

This DIY is written by a first-timer for those novice Forum members that would like to change their plugs. I found this procedure to be quite easy and took 1 ½ hours to complete moving at a cautious pace. I've tried to include all the steps and not assume that you've done a lot of work on your motor.

- Open hood and extend hood to 90 degree position. You do this by pulling the tabs on the inside of the hinge toward the center of the car.
- Remove air cleaner. I like to place a shop rag over the Mass Air Flow Sensor (MAF) while I'm working with the air cleaner removed to ensure that nothing fall into it.

MAF



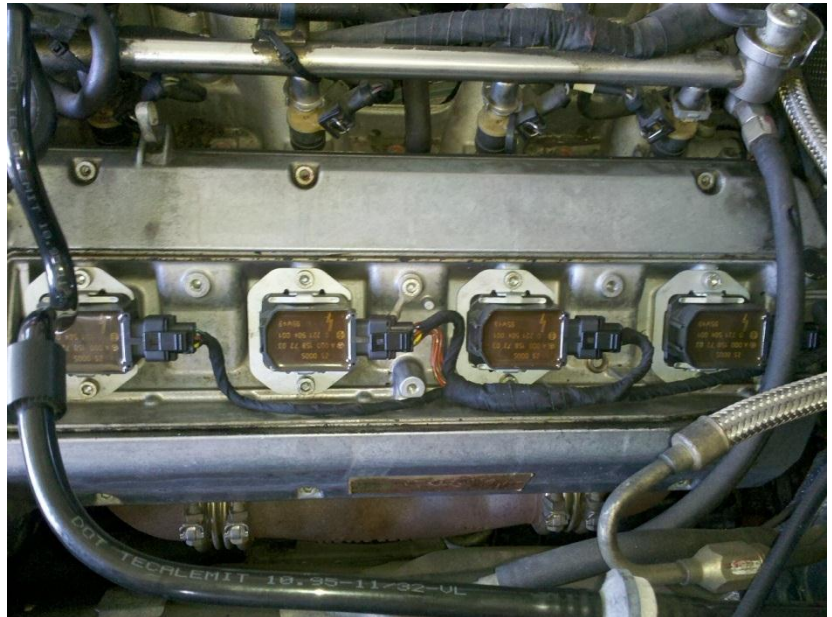
Remove the three 8 mm screws from the black plastic cover. Lift cover up by grabbing the end closest to firewall.

Dropping a screw is probably one of the easiest ways to slow down this job, so I placed a small container on a flat surface in the engine compartment so that I could place them out of the way quickly



Remove the (2) 5 mm hex head screws that hold each coil pack in place. You must have a good fitting hex head socket otherwise these will strip.

I removed all 8 screws at once even though I changed only one plug at a time. I found it was easier than switching between the hex head socket and spark plug socket.



The two front coil packs on each bank can be removed without disconnecting the wires. The two rears don't have as much slack in the wires and will require unplugging the wire.

The tabs on these will most likely be brittle from the heat, so you have to gently lift the tab here with your finger while gently moving the connector apart with a screw driver going from side-to-side until you can wiggle it apart by hand.



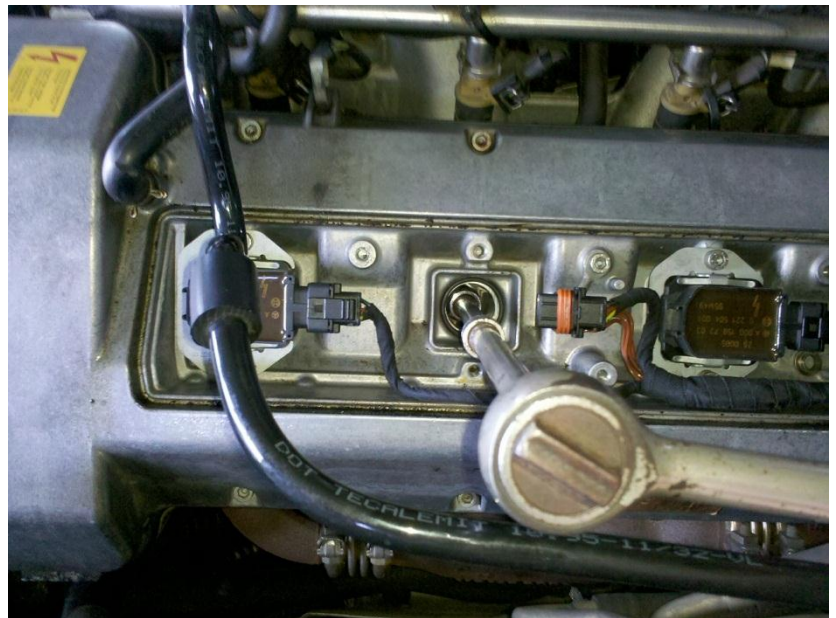
The coil pack will now easily slide out. Check inside the rubber boot for corrosion or moisture and clean if needed. Remember, we're only changing one plug at a time, so you should only have one coil pack removed at a time.



Now, remove the old spark plug and replace with the new plug. I would put a piece of tape around the socket end that connects to the extension so that it doesn't come off when you pull the socket off the new plug.

Remember, this is an aluminum head, so you must carefully start the new plug thread without cross-threading and finger tighten until it seats, then tighten ¼ turn with the ratchet. Do not overtighten.

If using a torque wrench, Bosch recommends 28 Nm on the plug box which converted to ft. lbs is equal to 21 ft. lbs.



[Torque Conversion Chart](#)

Repeat 7 more times and you're done!

While you've got the 2 black spark plug covers off, this is a good time to take some degreaser and a shop rag and clean the aluminum valve covers and the edge where the black spark plug covers seat and collect grease.

Last but not least, replace the air cleaner and make sure the cover seats properly on the MAF.