

75ZT Community

Remove and refit spark plugs 1.8 petrol

By Baconbuttyman

To day I set about replacing the spark plugs in my car, so along the way I took some pics to build a how to incase it would be of help to any one.

Time taken was 30 mins start to finish and that's including cleaning and putting tools away

Also best to do this when engine is warm, plugs seem to come out easier when engine is warm, beware not to burn your self though

Tools needed (see pics) , small long nose pliers, small ratchet with 7.5 mm socket, medium ratchet with relevant spark plug socket 5/8 size was the one I used, ensure you have the correct one before you start, if you use any other socket you run the risk of getting it stuck



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Use the small ratchet and undo the 3 bolts on the spark plug cover



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When each bolt is loose pull them out and lift the spark plug cover away. Place the cover upside down and place on a cloth so not to damage it and use this to keep any bolts secure.



What you have now is this.



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You will see the ht lead and the coil packs, first lead from left to right is a coil pack, the next is a similar lead then another coil pack then a lead, the leads will pull straight out but the coil packs need unbolting. I started by unbolting the first coil pack, then lifting it out with a slight tug to free it from the spark plug, I only did the first one to gauge how stiff the rest would be, if its too stiff and you are too wary of going forward then you don't need to place it all back together, this makes the work minimal if you don't want to go any further.



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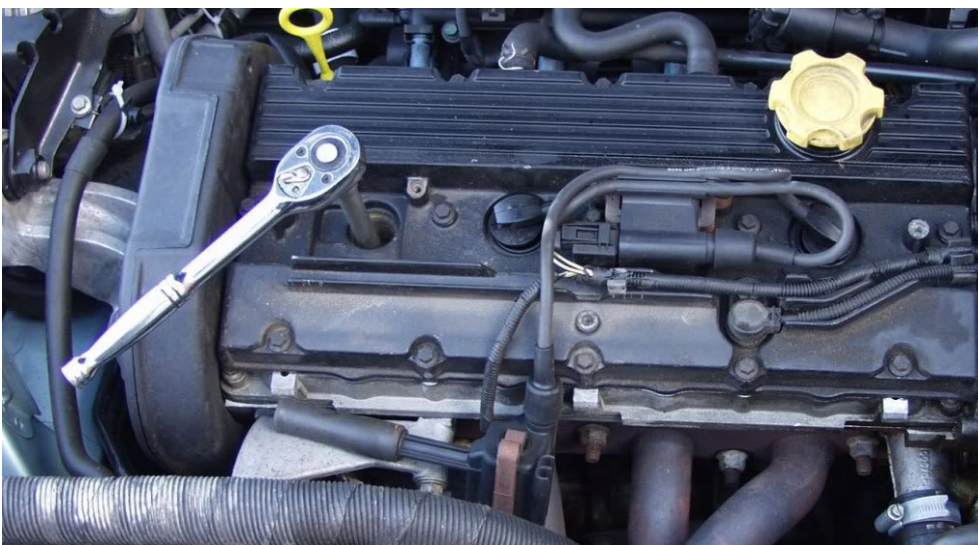
Then place the spark plug socket in the hole and push onto the spark plug, turn the wrench anti clockwise, when it loose you can remove the wrench and simply unscrew by hand using the socket and extension bar, I find this method faster the plugs that came out were ok and in good condition.



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Remove the old plug from the socket and place out of the way, place the new plug in the socket and place in the hole while carefully guiding it down to screw in, be aware the socket should go in as easy as the other came out, if not then you may have cross threaded the plug, unscrew and do it again, be aware if you over tighten and cross threaded plug then it may be a complete pig to get out, you also run the risk of breaking the plug in the hole. In theory, this is the reverse of removing the plug. This is where you may need the pliers, if your extension bar comes out and leaves the socket on the newly installed plug, simply place the pliers in and pull the socket out.



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So now you have replaced the first one, are you ready to tackle the others, they are just as easy (unless you gave up earlier) You already have one coil pack out, the next lead simply pull out, at this point be careful not to disturb the lead that's in the guide rails on top of the 2nd coil pack, this is to keep reinstallation easier. The second coil pack unbolts like the first (don't disturb the leads on top). And the last lead pulls out like the second one did.



Place the whole set of leads carefully out of the way, be careful not to disturb the order of the leads.



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Now you have four holes/pots or however you want to describe them, remember the far left one has already been done, the rest are replaced in the same way.



Once you have replaced all the plugs its time to replace all the coil packs and leads, simply move them all back into position as before and place the bolts in the bolt holes on the coil packs



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Tighten up the bolts and push the other 2 leads firmly down on to the plugs, you will feel them pop on the plugs. What you now have is the same as when you took the spark plug cover off



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Don't put the spark plug cover on just yet, Start the car up and stand back and admire your work if every thing is ok, then replace the cover, please remember your cover is made of PLASTIC, if you tighten it up too much it will crack, steady as she goes captain.



Hope this how to helps you

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