2008-2011 Audi A5 - Spark Plug Replacement

2008-2011 Audi A5 | Advanced | 1-1.5 hours (2.0T); 2-2.5 hours (3.2L V6) | $115 DIY

TOOLS

5/8-inch (16mm) spark plug socket
3/8-inch ratchet 6-inch extension T30 Torx bit small flathead screwdriver (for coil tabs) spark plug gap/feeler gauge compressed air slip-joint pliers (optional, for stubborn coils)

PARTS

Correct spark plug set for 2008-2011 Audi A5; verify engine, heat range, gap, and VIN fitment $115.00
Coil-boot seals or ignition coils only if inspection finds damage $35.00

STEPS

1. **Confirm 2.0T or 3.2L before buying parts - The 2008-2011 A5 came two ways: the 2.0T TFSI** turbo four (EA888) every year, and the 3.2L FSI V6 offered in 2008-2009 before Audi dropped it from the range. The four needs four plugs; the V6 needs six, and its driver-side rear coils ar...
2. **Lift the engine cover off its clips - Pull the plastic engine cover straight up - release** the front edge first, then the rear edge, and lift it off. Underneath, the coils sit in a row on the valve cover with a wiring harness clipped across them. On the 2.0T everything is rig...
3. **Free the T30 harness and pull the coils - A single T30 Torx screw ties the coil wiring** harness to the engine - remove it. Then, for each coil, push the connector tab in and pull the connector straight back (the tabs are famously brittle on these cars; a small flat-blade helps)....
4. **Clear the wells and inspect the coil boots - Blow out each plug well with compressed air** before the plug moves - the deep tubes on the 2.0T collect grit that will fall straight into the cylinder. A 5/8-inch (16mm) spark plug socket on a 6-inch extension reaches every plug; break it...
5. **Gap-check against your manual or hood sticker - Check every new plug’s gap with a feeler** gauge against your owner’s manual or the emissions sticker under the hood - the turbo four and the V6 take different gaps, and I will not invent either number.
6. **Hand-start plugs into the TFSI/FSI aluminum head - Thread each plug into the aluminum** head by hand using only the extension - it should spin freely all the way down. Any binding means cross-threading: back it out and restart. Once finger-tight, tighten to washer-seat plus roughly a quart...
7. **Reseat the coils and restore the reservoir - Push each coil straight down until it seats** firmly on the plug, reconnect each connector until it clicks, and reinstall the T30 harness screw. On the 3.2L V6, bolt the coolant reservoir back onto its bracket and reconnect its level sensor....

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