2015-2018 Audi Q3 - Spark Plug Replacement

2015-2018 Audi Q3 | Advanced | 30-60 minutes | $115 DIY

TOOLS

16 mm spark plug socket (thin-wall recommended) with extension Ratchet Coil puller tool for VW/Audi coils (T10094A-style, optional but helpful) Feeler gauge set Compressed air or a blow gun Torque wrench (optional, if plug maker gives a spec) OBD-II code reader (optional, for misfire codes)

PARTS

Correct spark plug set for the gasoline/ICE engine in 2015-2018 Audi Q3; 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. **Prep - the 2.0T's four coils up top - Park on level ground and let the engine cool** completely. Every 2015-2018 Q3 sold in the US uses the same engine: the 2.0-liter turbocharged 2.0T four-cylinder (EA888 family), with four coil-on-plug coils in a row down the center of the v...
2. **Pull the engine cover straight up - This exposes the four ignition coils sitting in a** neat row on the valve cover. There is no intake manifold or cowl work needed on this engine; access is about as easy as plug jobs get.
3. **Disconnect the battery - Loosen the negative battery cable clamp with a 10mm wrench, lift** the cable off the post, and tuck it aside so it cannot spring back onto the terminal. You will lose radio presets and the clock, and the transmission may shift differently du...
4. **Unplug the coils and pull them straight up - Release the small electrical connector on** each coil by pressing its locking tab and sliding it off. The coils are a tight friction fit in the wells - pull each one straight up with a firm, even motion. Set the coils aside in order.
5. **Remove plugs and verify the gap - Blow dust out of each open plug well with compressed** air before the plug comes out. Use a 16 mm spark plug socket with an extension - a thin-wall socket is recommended on these engines because the plug wells are narrow. Turn counterclock...
6. **Hand-start and seat the new plugs - Thread each new plug in by hand several full turns** before touching a ratchet - hand-starting is the only reliable way to avoid cross-threading the aluminum head.
7. **Reseat the coils and reconnect - Push each coil straight down onto its plug until it is** fully seated, reconnect each electrical connector until it clicks locked, and double-check that none of the connectors are hanging loose.
8. **Start up, road test, and note the interval - Reconnect the battery, start the engine, and** let it idle - it should be smooth with no warning lights. Note the mileage so you can stay on the factory replacement interval.

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