# 2007-2015 BMW 7 Series - Spark Plug Replacement



**2007-2015 BMW 7 Series | Advanced | 2-4 hours (depends on engine) | $115 DIY**

## TOOLS

3/8-inch ratchet  16mm (5/8-inch) spark plug socket with rubber insert - for the E65 N62 V8  14mm 12-point thin-wall magnetic spark plug socket - required for the N54/N55 sixes and N63 V8  3-inch and 6-inch extensions, plus a universal joint for the rear cylinders  10mm socket for coil-cover and coil hardware  Small flat screwdriver for coil connector locks  Wire-type gap gauge  Dielectric grease  Compressed air or shop vacuum  OBD-II scanner (BMWs log misfires immediately)  Torque wrench  Safety glasses  Coil Puller

## PARTS

Correct spark plug set for the gasoline/ICE engine in 2007-2015 BMW 7 Series; 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. **Identify your generation and engine before touching a bolt - Check your VIN or the under-hood** label and buy the correct plugs in the correct count. Note honestly: this guide covers the V8s and sixes in full; the V12's rear bank is extremely cramped and many ow...
2. **E65 N62 V8: strip the acoustic cover and coil covers - On the N62 cars, start by unfastening the** screws that hold the large acoustic (sound-deadening) engine cover and lifting it off toward the front, per BMW's own service procedure. Under it you will fi...
3. **F01 cars: clear the engine trim - and both airboxes on the 750i - On F01/F02 cars, remove the** plastic engine cover first. On the 750i with the N63, you must remove both air filter boxes to reach the coils - unclip them and lift them out; after that the job is str...
4. **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 t...
5. **Extract the coils - Pull each coil straight up with a gentle twisting motion. N63 coils in** particular can seize in their tubes after years of heat - twist patiently or use a proper ignition-coil puller, and never leve...
6. **Match the socket to the engine: 16mm for N62, thin-wall 14mm for the turbos - Remove the old** plugs slowly; if one feels seized, work it back and forth a quarter turn at a time than forcing it, since all of these engines have aluminum heads.
7. **Gap-check by the book and hand-start into aluminum heads - Every engine in this range uses an** aluminum cylinder head, so overtightening strips threads and cross-threading ruins your week. Never invent a gap value: read the exact specification from the emissi...
8. **Reinstall, reconnect, and scan for faults - Push each coil fully home until the rubber boot seats** around the plug and the coil body sits flat, then lock every electrical connector - an unlatched connector throws a misfire code the moment the...

## TORQUE