2015-2019 BMW X4 - Spark Plug Replacement

2015-2019 BMW X4 | Advanced | 1 to 1.5 hours - the N55's rear cylinders add time; the N20 four is quicker | $

TOOLS

14mm 12-point thin-wall spark plug socket (mandatory - standard sockets do not fit the narrow wells) 3/8-inch ratchet with extensions and a wobble extension Wrench for battery terminal Wire-type spark plug gap gauge Compressed air or shop vacuum Magnetic pickup tool Gloves and safety glasses

PARTS

Correct spark plug set for the gasoline/ICE engine in 2015-2019 BMW X4; 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 X4's engine - N20 four or N55 six - Park on level ground, set the parking** brake, and let the engine cool completely. Check your badge and the emissions sticker under the hood before buying parts - the four-cylinder and six-cylinder jobs differ in plug count and socket requ...
2. **Pull the plastic engine cover off its posts - The X4's engine cover is a single plastic** piece that pulls straight up off its mounting posts with a firm, even lift - no bolts.
3. **Unplug and pull the press-fit coil packs in order - Squeeze the release tab on each** coil's electrical connector and pull it free, then pull the coil straight up with a firm wiggle - the N20 and N55 coils are press-fit with no retaining bolts, and they can be snug after years of heat.
4. **Extract the plugs - thin-wall 14mm 12-point for the N20 - Tool warning for the N20** four-cylinder: it uses 14mm plugs in narrow wells and a standard deep socket is too fat to fit - you need a 14mm 12-point thin-wall spark plug socket.
5. **Check the gap against the manual and hand-thread the new plugs - Read the electrode gap** specification in your owner's manual or on the emissions sticker under the hood - never use a generic gap value, and do not swap N20 and N55 plugs since each engine takes its own specification. Check each new plug...
6. **Seat the plugs and press the coils firmly home - Push each coil firmly back onto its plug** with a slight twist until it seats, then reconnect each electrical connector until the locking tab clicks and give it a tug to confirm.
7. **Reconnect the battery and verify - Reconnect the negative battery cable. Start the engine** and let it idle - it should be smooth with no check-engine light. Take a short test drive with the radio off, listening for smooth power delivery, then confirm no misfire codes have...

TORQUE

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