2014-2016 BMW X5 - Spark Plug Replacement

2014-2016 BMW X5 | Advanced | 1.5-2 hours (xDrive35i N55); 3-4 hours (xDrive50i N63 V8) | $115 DIY

TOOLS

14mm 12-point thin-wall spark plug socket 3/8-inch ratchet 6-inch extension 10mm socket flathead screwdriver (for clamps) spark plug gap/feeler gauge compressed air OBD-II scan tool (optional, for code clearing)

PARTS

Correct spark plug set for 2014-2016 BMW X5; 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 F15 engine before touching a bolt - First, confirm which engine you have,** because the 2014-2016 X5 (F15) came three ways: the xDrive35i with the N55 3.0L single twin-scroll turbo inline-6 (marketed as TwinPower - it is one turbo, not two, a common mix-up), the xDrive50i...
2. **Pop the cover for coil access - On the N55, the engine cover simply lifts off - pull up** at the rear edge to pop it free, then release the two front tabs and lift it away.
3. **Release the locking-lever coil connectors - BMW coils use a connector with a locking** lever: disconnect the electrical plug, flip the lever open, and the coil releases. Remove the single 10mm bolt per coil and pull each coil straight up out of its tube. Keep the coils in order on a c...
4. **Use the 14mm thin-wall socket, not 5/8-inch - BMW’s N55 uses a 14mm 12-point thin-wall** spark plug socket - a standard 5/8-inch socket is too fat for the plug tubes and will wedge itself in. Blow out each well with compressed air first so grit cannot fall into the cylinder, then brea...
5. **Gap-check against the manual or hood sticker - Check every new plug’s gap with a feeler** gauge against your owner’s manual or the under-hood emissions sticker - BMW’s specified gap is the only number that matters, and I will not invent one here.
6. **Hand-start plugs into the N55’s aluminum head - Thread each plug into the aluminum head** by hand using only the extension - no ratchet - until it turns freely all the way down. Once finger-tight, tighten to washer-seat plus roughly a quarter to a half turn; that is the whole tighteni...
7. **Reseat coils fully, reassemble, and road-test - Push each coil fully down onto its plug,** reinstall the 10mm bolts snug, and reconnect the harness - then verify the connector is truly seated before closing the locking lever, because the lever can click shut on an unseated connector and...

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