2020-2024 BMW X6 - Replace Spark Plugs

2020-2024 BMW X6 | Advanced | 2-3 hours | $70 DIY

TOOLS

10mm Socket Flathead Screwdriver Jack Stands Torque Wrench Socket Extensions Magnet - Extendable Trim Tool Set T25 Torx Socket Pick 5mm Hex Socket 14mm thin-wall 12-point spark-plug socket with rubber insert

PARTS

NGK Laser Iridium Spark Plugs 12122455258 $81.95
NGK 95248 Iridium Spark Plugs (SILZKGR8C8S) 95248 $69.99
BMW OEM Spark Plugs 12120037555 $120.00

STEPS

1. **Cool the engine (beware counterfeits!) - The 2020-2024 BMW X6 (G06, B58 3.0L turbo) uses** BMW 12 12 2 455 258 / NGK 95248 (for the B58TU). Gap: 0.030" preset (do not adjust). Torque: 23 3 Nm. You'll need: 6x correct plugs, 14mm THIN-WALL 12-point spark plug socket (mandator...
2. **Access the ignition coils - The B58 uses coil-on-plug - 6 coils on top of the inline-6.** The X6's engine bay is reasonably open for an SUV - the inline-6 gives good top access. The B58TU's coils are modern pencil-type.
3. **Remove one coil at a time - Remove ONE coil at a time. Unplug the connector, unbolt the** coil, pull it straight out. Keep track. The B58's coils see high heat from the turbo - inspect the boots for brittleness. The B58TU is known for coil failures at higher mileage...
4. **Remove the old spark plug - Use the 14mm THIN-WALL 12-point socket to remove the old** plug. A standard socket won't fit the B58's narrow wells - the thin-wall 12-pt is mandatory. Turn counterclockwise. The old NGK 95248 should show turbo-typical wear. The B58TU's hi...
5. **Gap and hand-thread (genuine only!) - The new BMW/NGK plugs come preset at 0.030" - DO** NOT adjust (you'll damage the precious-metal tips). Verify they're genuine (counterfeit NGKs are rampant - check the laser markings, box, and source). Hand-thread the new plug into the B...
6. **Torque to 23 Nm - Use a torque wrench with the thin-wall 12-pt socket. The B58's** aluminum head needs precise torque - the 23 Nm 3 gives you a window, but aim for 23. Do not over-torque.
7. **Reinstall the coil - Repeat for all 6, one at a time. Verify all coil connectors are** clicked. The B58's coil connectors are secure - but double-check. The X6's engine bay is tight around the turbo - ensure you didn't disturb any boost piping.
8. **Reassemble and test - Reinstall the engine cover. Start the engine - the B58 inline-6** should idle smoothly with its turbo character. Check for misfire codes. The X6's B58TU needs the tight 0.030" gap - if you have misfires under boost, recheck (or suspect c...

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