2004-2009 Cadillac SRX V8 - Spark Plug Replacement

2004-2009 Cadillac SRX | Advanced | 1 hour | $92 DIY

TOOLS

10mm Socket Spark Plug Socket with Extension Ratchet Wrench Torque Wrench Flathead Screwdriver Jack Stands Gloves Safety Glasses Universal Joint

PARTS

ACDelco 41-987 Double Platinum Spark Plugs (set of 8) 41-987 $91.92

STEPS

1. **Cool the engine - The 2004-2009 Cadillac SRX V8 (Northstar 4.6L) uses ACDelco 41-987** double platinum plugs. Gap: 0.050". Torque: not verified - ~11 ft-lbs is a candidate, but check the service manual (do not guess). You'll need: 8x ACDelco 41-987, spark...
2. **Access the coils (rear bank is the job) - Remove the engine cover. You may need to remove** the wiper cowl, strut brace, or other components to access the rear bank. The Northstar's rear bank is notorious - plan extra time. Take photos of anything you disconnect.
3. **Remove one coil at a time - Start with the easy front bank to get a feel. Unplug the** connector, unbolt the coil, pull it out. Use a universal joint. Don't break a coil trying to wrestle it out - patience.
4. **Remove the old spark plug - Remove the old ACDelco 41-987 with your socket and long** extensions. Turn counterclockwise. The old double platinums should show normal V8 wear. Don't drop the socket into the bay - the rear bank is a retrieval nightmare.
5. **Gap and hand-thread the new plug - The new ACDelco 41-987 double platinum comes gapped at** 0.050" - verify (double platinum can be carefully adjusted if needed). NEVER force it - the Northstar's aluminum heads are infamous for thread issues. If it binds, back out.
6. **Torque to specification (verify!) - Torque to spec - not verified for the Northstar, but** ~11 ft-lbs is a candidate. Check your Cadillac service manual - do NOT guess. The Northstar's thread history means correct torque is critical - over-tightening in an aluminum North...
7. **Reinstall the coil - Repeat for all 8, one at a time. Reinstall the wiper cowl, strut** brace, or any components you removed for rear-bank access. Double-check all 8 coil connectors - a loose rear-bank connector is easy to miss and causes misfire.
8. **Reassemble and test - Reinstall the engine cover. Start the engine - the Northstar V8** should idle smoothly (it's a refined V8). Check for misfire codes (P0300-P0308). The rear bank against the firewall is why this job is dreaded - but the ACDelco 41-987 at...

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