2017-2024 Cadillac XT5 - Spark Plug Replacement

2017-2024 Cadillac XT5 | Advanced | 3-4 hours (3.6L V6); about 1 hour (2.0L turbo four) | $115 DIY

TOOLS

5/8-inch spark plug socket 3/8-inch ratchet 6-inch extension 10mm socket spark plug gap/feeler gauge compressed air masking tape and marker for labeling clean rags

PARTS

Correct spark plug set for 2017-2024 Cadillac XT5; verify engine, heat range, gap, and VIN fitment $115.00
Coil-boot seals or ignition coils only if inspection finds damage $35.00
New upper intake manifold gaskets

STEPS

1. **Confirm V6 or turbo four before buying plugs - The XT5 in this range is mostly the 3.6L** LGX V6 making 310 hp - but 2020 and later also offered the 2.0L LSY turbo four on base and Luxury trims, so check your badging and count your coils before buying parts. The V6's front bank is easy...
2. **Remove the cover and free the accessible coils - Pull the plastic engine cover straight** up off its grommets. On the 3.6L V6 you will see three coil packs on the front bank, fully accessible, with the upper intake manifold covering the rear three.
3. **Lift the upper intake manifold (V6 rear bank) - V6 owners, this is the crux of the job:** disconnect the intake duct, the throttle body connector, the EVAP and PCV vacuum hoses, and the MAP sensor, labeling each with tape. Unbolt the upper intake manifold around its perimeter and lift it...
4. **Swap the plugs, front and rear - With the manifold off, the three rear coils are finally** reachable. Remove their connectors and 10mm bolts and pull them straight up. Blow out every plug well with compressed air before loosening a plug - grit in an open cylinder scores w...
5. **Gap-check and hand-start every XT5 plug - Check each new plug's gap with a feeler gauge** against the owner's manual or the emissions sticker under the hood - no guessing, and no number invented here. Many modern iridium plugs are pre-coated from the factory, so follow the plug ma...
6. **Reseat coils and reseal the manifold - Push each coil fully onto its plug, snug the 10mm** bolts, and click every connector home - a half-seated connector means a misfire code on the first drive. Reconnect the duct, hoses, sensors, and throttle body exactly as labeled.
7. **Reconnect power and verify a smooth idle - Set the engine cover back on its grommets,** reconnect the negative battery cable, and start the engine. Take a short test drive, including some steady cruising, to confirm clean running.

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