1995-2001 Chevrolet Metro - Spark Plug Replacement

1995-2001 Chevrolet Metro | Advanced | 1-3 hours | $115 DIY

TOOLS

Metric/SAE socket set with extensions and swivel Spark-plug socket with rubber insert or magnet Torque wrench covering the plug range Compressed air or a soft brush, dielectric grease, gloves, and eye protection 5/8-inch (16mm) spark-plug socket with rubber insert

PARTS

Correct spark plug set for the gasoline/ICE engine in 1995-2001 Chevrolet Metro; verify engine, heat range, gap, and VIN fitment $115.00

STEPS

1. **Confirm engine and plug fitment - This is a distributor-and-plug-wire car - no coil** packs. The correct plug is NGK BKR6E (or ACDelco 41-101), gapped at 0.039-0.045 in. Inspect the distributor cap and rotor while you're at it; a cracked cap causes the same misfire a worn...
2. **Cool and expose the plugs - Let the little engine cool and disconnect the negative** battery cable. The plugs sit on the front of the head in plain view - no cover, no coils to remove. Mark every plug wire with its cylinder number before touching anything.
3. **Pull the plug wires - Twist and pull each plug-wire boot off its plug (never yank the** wire itself), then remove the wire from the distributor cap in order. If the cap or rotor is carbon-tracked or cracked, replace them now.
4. **Remove and install plugs - Remove each old plug with a 5/8 in plug socket and compare** reach and wear. Set the new NGK's gap to 0.039-0.045 in with a wire gauge, start each plug by hand, and tighten to the manufacturer's spec in your owner's manual.
5. **Reconnect and verify - Push each wire firmly onto its plug and back onto the correct** distributor tower - double-check your marks. Reconnect the battery, start the Metro, and listen for the even three- or four-cylinder putter. Shut down and recheck your labels...

TORQUE

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