2015-2023 Chrysler 300 - Spark Plug Replacement

2015-2023 Chrysler 300 | Advanced | 2-3 hours (3.6L); 2-4 hours (5.7L/6.4L) | $115 DIY

TOOLS

3/8-in ratchet with 3-in and 6-in extensions plus a universal joint 5/8-in spark plug socket 10mm socket for coil bolts and plenum hardware Wire-type spark plug gap gauge Magnetic pickup tool for dropped hardware Masking tape and marker for labeling hoses and leads Compressed air or brush for plug wells Dielectric grease for coil boots

PARTS

Correct spark plug set for the gasoline/ICE engine in 2015-2023 Chrysler 300; 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 300’s engine: 6 plugs or 16 - The 3.6-liter Pentastar V6 uses six** coil-on-plug coils buried under the upper intake plenum, which must come off. Identify your engine, let it cool completely, and disconnect the negative battery cable.
2. **Remove the intake plenum on the 3.6L V6 - On the 3.6L Pentastar, remove the engine cover,** then disconnect the hoses, sensors, and wiring from the upper intake plenum - label everything. This is the bulk of the V6 job, but it is straightforward: a handful of connectors, hoses, an...
3. **Free the HEMI coils and reach the rear plugs - On the 5.7L and 6.4L HEMI, no intake** removal is needed. Unplug each coil’s connector, remove the coil bolts, and pull the coils - each coil serves one cylinder’s pair of plugs through two short leads, so note which lead goes to which plu...
4. **Pull the coils and extract every plug - On the 3.6L, slide each coil connector’s little** red locking tab back, squeeze, and pull the connector off; remove the 10mm coil bolt and pull the coil straight up.
5. **Gap-check all plugs - sixteen on the HEMI - Never invent a gap value - check the correct** gap on the under-hood emissions sticker or in the owner’s manual and verify each new plug with a wire-type gauge. On the HEMI, remember you need sixteen matching plugs, two per cylinder. Start...
6. **Seat the plugs without stripping the heads - Snug each plug roughly a quarter to a half** turn past finger-tight to seat the washer. Many modern plugs are pre-coated, so follow the plug manufacturer’s guidance on anti-seize rather than applying it by default.
7. **Reassemble, reconnect, and verify - Reinstall the coils, snug their bolts, and reconnect** every connector - slide the red locking tabs back into place on the 3.6L. On the V6, refit the intake plenum with its gaskets, reconnect every hose and sensor using your labels, and do...

TORQUE

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