1989-1997 Ford Probe - Spark Plug Replacement

1989-1997 Ford Probe | Advanced | 1-2 hours | $115 DIY

TOOLS

5/8-inch spark plug socket with rubber insert 3/8-inch ratchet 3-inch, 6-inch, and 10-inch 3/8-inch extensions Universal joint (swivel) adapter Flathead screwdriver Feeler gauge set Dielectric grease Marker or tape for wire order

PARTS

Correct spark plug set for the gasoline/ICE engine in 1989-1997 Ford Probe; verify engine, heat range, gap, and VIN fitment $115.00

STEPS

1. **Confirm the generation - all use a distributor - The Probe spans two generations:** 1989-1992 cars have a 2.2L four-cylinder (non-turbo or turbo), and 1993-1997 cars have a 2.0L DOHC four or a 2.5L V6. Let the engine cool fully and disconnect the negative battery terminal.
2. **Clear the intake duct - plan for the V6 rear bank - Remove the air intake ducting that** crosses over the plug area - loosen its hose clamps with a flathead screwdriver and set the duct aside. On the four-cylinders the plugs and wires are now in the open along the side of the head. On the 2...
3. **Remove the plug wires one at a time - Remove and replace one wire at a time so the firing** order can never get mixed up. Grasp each wire by its boot - never the cable - twist slightly, and pull it off the plug, then off the distributor cap tower.
4. **Remove the old spark plugs - Break each plug loose with a 5/8-inch socket, one cylinder** at a time. Compare the old plugs; a single oil-fouled plug points to a leaking valve-cover tube seal. Soak resistant plugs with penetrating oil rather than forcing them.
5. **Gap-check and hand-install the new plugs - Gap-check each new plug against the emissions** label, adjusting only the ground strap. Thread each plug in by hand until finger-tight, then torque to spec. Aluminum heads pull threads easily if overtightened; follow the maker’s guidance on...
6. **Seat the wires in firing order and refit the duct - Push each wire boot firmly onto its** plug and then onto the matching distributor cap tower in the marked order - every boot must seat fully. Refit the distributor cap if you removed it, clip the wires into their looms away from the exhaus...
7. **Verify the idle and test-drive - Start the engine and check for a smooth idle with no** backfiring - crossed wires show up immediately as rough running or a no-start. Take a test drive to confirm clean acceleration, then note the mileage and follow the owner’s manual for...

TORQUE

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