1994-1997 Kia Sephia - Spark Plug Replacement

1994-1997 Kia Sephia | Moderate | 30-45 minutes | $16 DIY

TOOLS

Spark plug socket with rubber insert
Ratchet and extension Feeler gauge
Compressed air or shop vacuum Tape or tags for marking wires Gloves and safety glasses

PARTS

4 spark plugs for 1994-1997 Kia Sephia 1.8L, gapped per owner's manual $16.00

STEPS

1. **Work on a cold engine and prepare - Work on a stone-cold engine - pulling plugs from a** hot aluminum head risks stripping the threads. Park on level ground, switch the ignition off, and open the hood.
2. **Locate the spark plugs and mark the wires - Find the four plug wires running across the** valve cover. Label each with its cylinder number using tape or tags before touching anything - mixing up the firing order is the classic mistake that leaves the engine running terribly.
3. **Remove the plug wires - Grasp each wire by its boot, twist slightly to break the seal,** and pull straight off the plug. Pull the boot, never the wire itself, or you'll separate the wire from its terminal inside. Lay the wires aside in order.
4. **Blow debris out of the plug wells - Blow dirt and grit out of the plug wells with** compressed air or a shop vacuum before removing the plugs. Debris left in a well falls straight into the cylinder - this two-minute step prevents scoring a cylinder wall.
5. **Remove the old spark plugs - Fit a plug socket with a rubber insert and turn each plug** counterclockwise to remove it. Inspect the electrode; normal tan is good, while heavy oil fouling or white blistering points to engine issues. Remove all four the same way.
6. **Gap and install the new plugs - Gap each new plug with a feeler gauge against the owner's** manual spec, adjusting gently if needed. Thread each plug in by hand until finger-tight, then snug with the ratchet - overtightening strips aluminum.
7. **Reconnect the wires in order - Push each wire boot firmly back onto its plug until you** feel it click over the terminal. Double-check your labels so every wire returns to its original cylinder - a wire that isn't fully seated will arc and misfire.
8. **Start the engine and verify - Start the engine and listen for a smooth, even idle with no** stumbling. Take a short test drive and confirm crisp acceleration with no check-engine light. If it misfires, recheck the wire order first - it's the most common cause.

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