2016-2024 Mazda CX-3 - Spark Plug Replacement

2016-2024 Mazda CX-3 | Advanced | 45 minutes-1 hour | $115 DIY

TOOLS

3/8-inch ratchet Spark plug socket with rubber insert (test-fit 14mm vs 5/8-inch against a new plug at the counter before buying) 3-inch and 6-inch extensions 8mm socket for the coil retaining bolts Wire-type gap gauge (not a flat coin-style gauge) Dielectric grease Compressed air or a shop vacuum with a crevice tool Torque wrench Safety glasses

PARTS

Correct spark plug set for the gasoline/ICE engine in 2016-2024 Mazda CX-3; 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. **Confirm your CX-3 has the 2.0L SkyActiv-G - and let it cool - Park on level ground, open** the hood, and allow several hours after driving. For extra safety while handling ignition components, disconnect the negative battery terminal before you start.
2. **Lift off the friction-fit engine cover - The CX-3's black plastic engine cover is not** bolted down - it sits on four rubber friction posts molded into the valve cover. Grip the cover firmly at the corners and pull straight up; it releases with a firm tug.
3. **Blow the dust and grit out of the plug wells - This two-minute step prevents the most** common - and most expensive - DIY damage of this job. Before anything comes off, clear debris from around each coil and down each plug well with compressed air.
4. **Unplug and unbolt the four coil-on-plug coils - Squeeze the locking tab on each coil's** wiring connector and pull the connector free - never tug on the wires themselves. Each coil is held by a single small retaining bolt (typically 8mm on these cars; confirm visually before buying sock...
5. **Check - never assume - the gap on the new iridium plugs - Measure every plug with a** wire-type gap gauge - never drag a flat coin-style gauge across the fragile iridium center electrode, which can chip it.
6. **Hand-thread each plug into the aluminum head - The SkyActiv-G's aluminum cylinder head** makes cross-threading and overtightening expensive mistakes. Drop each new plug into the spark plug socket with its rubber insert and thread it in by hand - extension only, no ratchet - turning i...
7. **Seat the coils, refit the cover, and verify with a test drive - Push each coil firmly** back onto its plug until the rubber boot seats fully, reinstall the small retaining bolts snug (these thread into aluminum - gentle does it), and reconnect each wiring connector until the locking tab clicks. A dab o...

TORQUE

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