1998-2005 Mercedes-Benz M-Class - Spark Plug

1998-2005 Mercedes-Benz M-Class | Advanced | 90-120 minutes | $208 DIY

TOOLS

16mm spark plug socket Torque wrench Ratchet with long extensions Compressed air Safety glasses Coil pack bolt socket (E-Torx on some)

PARTS

Spark plugs for M112/M113 (check quantity: 12 for V6, 16 for V8)

STEPS

1. **Cool down and access - Let the engine cool completely overnight if possible. Disconnect** the negative battery terminal. On the W163 M-Class the plugs are on the sides of the engine under the coil packs. Remove the engine covers to access them.
2. **Disconnect coil connectors - Working one bank at a time, disconnect the electrical** connector from each coil pack. The connectors have release tabs that must be pressed. Set the wiring aside carefully - the insulation is old and brittle.
3. **Remove the coil packs - Remove the bolts holding each coil pack and pull the coils** straight out. On the M113 V8 there are two plugs per cylinder, so you will see paired coils. Place removed coils in order on a clean surface.
4. **Clear the plug wells - Blow compressed air into each plug well to clear accumulated grit.** This is critical on the W163 - debris falls directly into the cylinder if you skip this. Work on one plug at a time, keeping others covered.
5. **Remove and inspect old plugs - Remove each plug with a 16mm spark plug socket. Inspect** the old plugs - a tan insulator is normal. Oil fouling indicates valve cover gasket leaks, common on high-mileage M112/M113 engines. Confirm new plug gap matches spec.
6. **Install new plugs - Thread each new plug in by hand until finger-tight to avoid** cross-threading the aluminum head. Then torque to 25 Nm. On the V8, repeat for all 16 plugs - do not rush this step.
7. **Reinstall coils and verify - Reinstall all coil packs and torque their bolts. Reconnect** every electrical connector until it clicks. Reconnect the battery. Start the engine - it should idle smoothly with no misfire codes.

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