2007-2013 Mini Cooper - Spark Plug Replacement

2007-2013 Mini Cooper | Moderate | 45-90 minutes | $118 DIY

TOOLS

Ratchet and extension 14mm thin-wall spark plug socket 10mm socket Torque wrench Spark plug gap gauge Dielectric grease Compressed air or shop vacuum

PARTS

4x spark plugs (correct type for your engine: BERU for base Cooper, NGK for Cooper S) $108.00
Dielectric grease $10.00

STEPS

1. **Let the engine cool and disconnect the battery - Make sure the engine is fully cold,** because removing plugs from a hot aluminum head risks thread damage. Open the hood and disconnect the negative battery terminal with a 10mm wrench.
2. **Remove the engine cover - Pull the plastic engine cover straight up off its mounting** grommets to expose the ignition coils. On the R56 the cover simply lifts away once the rubber mounts release. Set it aside so the four coil packs are fully accessible.
3. **Disconnect the ignition coil connectors - Press the release tab on each coil's electrical** connector and pull it free, working one coil at a time. Label or note each connector's cylinder position so every coil returns to its original cylinder.
4. **Remove the ignition coils - Remove the small bolt holding each coil pack and pull the** coil straight up out of its well. If a coil resists, twist it gently rather than yanking the boot. With the coils out, the spark plug wells are exposed.
5. **Blow out the plug wells and remove the old plugs - Use compressed air or a shop vacuum to** clear grit from around each plug so debris cannot fall into the cylinders. Fit the 14mm thin-wall spark plug socket with an extension and unscrew each plug.
6. **Gap and install the new spark plugs - Thread each plug in by hand first to avoid** cross-threading, then tighten with the torque wrench to the specified torque. All four plugs are seated when each turns smoothly to its final torque without binding.
7. **Reinstall the ignition coils - Apply a thin smear of dielectric grease inside each coil** boot to ease future removal. Push each coil firmly onto its plug until it seats, refit the hold-down bolts, and reconnect each electrical connector to its original cylinder.
8. **Reconnect the battery and test - Refit the negative battery terminal and tighten it, then** press the engine cover back onto its grommets. Start the engine and listen for a smooth idle with no misfire or check-engine light.

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