2006-2012 Mitsubishi Eclipse - Spark Plug

2006-2012 Mitsubishi Eclipse | Moderate | 60-90 minutes | $31 DIY

TOOLS

3/8-in ratchet with long extension
Spark-plug socket with rubber insert 10 mm socket for coil-pack and battery bolts
Torque wrench (if following spec)
Wire-type spark-plug gap gauge Compressed air nozzle or shop vacuum Dielectric grease Nitrile gloves and safety glasses

PARTS

Four OEM-spec long-life platinum spark plugs for the 2006-2012 Eclipse GS 2.4L 4G69 $29.00
Dielectric grease (small packet) $2.00
Anti-seize compound (optional, for the plug threads) $3.00
Throttle-body-safe intake cleaner for the plug wells (optional) $11.00

STEPS

1. **Cool the engine and open the hood - Park the Eclipse level, set the parking brake, and** open the hood. Let the 4G69 2.4L cool - the coil packs sit on the valve cover. A cool engine protects the aluminum threads and your hands.
2. **Disconnect the negative battery terminal - Disconnect the negative battery terminal with** a 10 mm wrench and set the cable aside so it can't spring back. On the 4G Eclipse, the battery sits in the driver-side front of the engine bay.
3. **Unplug the four coil-pack connectors - Find the four coil packs on the valve cover. Press** the release tab and pull each connector straight off - never yank by the wires. Note the coil order left to right so every coil returns home.
4. **Remove the coil packs - Remove the retaining bolt from each coil pack (typically 10 mm)** and lift the coil out of the plug well, setting the coils on a rag in their original order. Inspect each boot for cracks, carbon tracking, or white corrosion.
5. **Blow debris out of the plug wells - Before removing the old plugs, blast each plug well** with air or a shop vacuum to clear sand and grit - debris in an open cylinder causes immediate scoring. The Eclipse's recessed wells collect road grit.
6. **Remove and inspect the old plugs - Remove each plug with a spark-plug socket (rubber** insert) on a long extension, tracking each plug's cylinder. Oil on the threads means worn tube seals; heavy white deposits mean a lean condition. Note the gap and wear on the 4G69.
7. **Gap and install the new plugs - Gap each new OEM-spec platinum plug with a wire gauge,** adjusting only the ground strap - never lever against the center electrode. Anti-seize is optional but popular on aluminum heads. Thread each plug in by hand first, feeling for cross...
8. **Seat the plugs and reinstall the coils - Snug each plug down with the ratchet, then wipe** the coil packs and press them fully onto the plugs. Reinstall each coil's retaining bolt and reconnect every connector until it clicks; verify each coil is back in its original cylinder.
9. **Reconnect the battery and test-start - Reconnect the negative battery terminal and** tighten it. Start the engine - the 4G69 should idle smoothly within a minute. Rev and listen for stumbling; if the check-engine light flashes, shut down and recheck the coil connectors.

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