1994-1998 Saab 900 - Spark Plug Replacement

1994-1998 Saab 900 | Moderate | 45-90 minutes | $76 DIY

TOOLS

5/8-inch spark plug socket Ratchet with extension Screwdrivers (cap clips) Gap gauge Torque wrench Dielectric grease

PARTS

Spark plugs, OE spec (4) $19.00
Distributor cap $23.00
Rotor arm $21.00
Dielectric grease $13.00

STEPS

1. **Prepare and document the ignition layout - With the engine fully cold, disconnect the** negative battery terminal and remove the ignition cover if fitted. Identify the distributor at the end of the cylinder head and the four plug leads. Photograph the wire routing before disturbing a...
2. **Remove the first plug and inspect its lead - Pull the plug lead off by gripping the boot** - never the wire - and twisting gently. Remove the plug with a 5/8-inch socket and extension, keeping it with its lead. Inspect the boot for cracks or white tracking marks.
3. **Replace the rotor and distributor cap - Unclip the distributor cap and expose the rotor** arm. Compare the old cap and rotor with the new parts, noting the rotor position and terminal layout. Fit the new rotor onto the shaft, seating it fully on its drive.
4. **Gap and install the new plugs - Gap each new plug to the underhood spec and thread it in** by hand to protect the aluminum threads. Torque to spec; the NG900 head strips easily if overtightened. Push the lead boot firmly onto the plug until it clicks.
5. **Finish all cylinders and refit the cap - Repeat the one-at-a-time plug swap for the** remaining three cylinders so the firing order never gets mixed up. Seat the new distributor cap and clip it down evenly. Reconnect each lead to its correct cap terminal, checking against your phot...
6. **Reconnect and road-test - Reconnect the battery, start the engine, and listen for a** smooth, even idle. Drive the 900 through idle, cruise, and boost (on turbo models) to confirm clean running. If a misfire appears, recheck the lead seating order first.

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