2002-2007 Subaru WRX - Spark Plug Replacement

2002-2007 Subaru WRX | Moderate | 1-2 hours | $46 DIY

TOOLS

10mm and 12mm sockets 5/8-inch spark plug socket Swivel/wobble extensions
3/8-inch ratchet Spark plug gap gauge
Flathead screwdriver Clean rags
Dielectric grease

PARTS

NGK spark plugs, 4 (EJ205 turbo specification) $46.00
Ignition coil packs, up to 4 (if replacing) $206.00

STEPS

1. **Verify the GD-chassis WRX and stage parts - Covers the 2002-2007 WRX with the** turbocharged EJ205. Buy four plugs listed for the EJ205 - the turbo uses a colder plug than the naturally aspirated Impreza. Stage any replacement coils; let the engine cool completely before touching...
2. **Disconnect the battery and remove the intake - Remove the negative battery cable with a** 10mm wrench. Loosen the intake-tract clamps; remove the airbox and intake hose from the turbo inlet to expose the driver-side head. The intercooler stays on - it doesn't block plug access.
3. **Clear the passenger side - The passenger-side plugs face the frame rail with little** clearance. Unbolt the washer reservoir and shift it forward without disconnecting the hoses. Remove the battery and tray on that side for ratchet swing room.
4. **Unplug the coil packs and remove them - Release the locking tab on each coil connector** and pull them free, tracking which matches which cylinder. Remove each hold-down bolt and draw the coils straight out. If replacing coils, compare new to old first.
5. **Extract the old spark plugs - Crack each plug loose with a 5/8-inch socket on a swivel** extension, keeping it aligned with the plug axis to protect the ceramic. Spin each plug out by hand. Soot hints at a rich condition or a tired coil.
6. **Install the new plugs by hand - Gap each plug per the emissions label, adjusting only the** ground strap. Thread each in by hand - no ratchet - then snug hand-tight plus a small turn. No torque spec is published; feel beats force on aluminum heads.
7. **Install coils and reconnect everything - Seat each coil onto its plug, secure the** hold-down bolts, and click each connector home until the tab locks. Reinstall the washer reservoir, battery, tray, and intake tract with clamps tight. Double-check no tools or rags remain in the bay.
8. **Reconnect the battery and test drive - Reattach the negative battery cable and tighten** the clamp. Start the engine; a flashing check-engine light signals an active misfire that can damage the catalytic converter. Drive through boost and cruise, then re-scan for codes to confirm...

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