2019-2024 Volvo XC40 - Spark Plug Replacement

2019-2024 Volvo XC40 | Advanced | 1-2 hours | $115 DIY

TOOLS

3/8-inch ratchet with metric socket set and extensions Thin-wall 14mm spark-plug socket Compressed air or shop vacuum Wire-style feeler gauge Dielectric grease Clean rags and shop towels

PARTS

Correct spark plug set for the gasoline/ICE engine in 2019-2024 Volvo XC40; verify engine, heat range, gap, and VIN fitment $115.00

Coil-boot seals or ignition coils only if inspection finds damage $35.00

STEPS

1. **Confirm your Drive-E engine and locate the coils - Every gasoline XC40 in the 2019-2024** range uses a 2.0-liter Drive-E four-cylinder: the T4/T5 (2019-2020) and the B4/B5 48-volt mild hybrid (2021+). The plug job is identical across all of them - just make sure the car is fully off (o...
2. **Lift off the engine cover - The one-piece plastic engine cover lifts straight off its** friction studs - pull up evenly with both hands rather than prying from one corner, which cracks the mounting studs. That’s the entire access procedure: no intake, cowl, or ductin...
3. **Disconnect and remove the ignition coils - Each coil connector has a small locking tab -** press it and rock the connector straight off, supporting the connector body rather than pulling the wires. Remove the single hold-down bolt from each coil and lift the coil straight up out of...
4. **Remove the old plugs with a 14mm thin-wall socket - Blow compressed air or vacuum out** each plug well before removing plugs so debris can’t fall into the cylinders. The Drive-E engine uses smaller 14mm-hex spark plugs set in narrow wells, so use a thin-wall 14mm spark-plug socket - a stand...
5. **Install the new plugs (no re-gapping) - Install only the plug type specified for your** engine in the owner’s manual. These are fine-wire iridium or platinum plugs: check the gap with a wire-style feeler gauge against the specification in the manual or on the underhood emissions s...
6. **Reassemble coils and engine cover - Press the engine cover straight back down onto its** friction studs with even pressure. Do a final check that every connector is seated and no tools or rags remain in the bay.
7. **Verify the repair - Reconnect the 12V battery if you disconnected it, then start the** engine - it should idle smoothly with no shake or check-engine light. Take a short test drive with some normal acceleration; a misfire shows up as a stumble or a P0301-P0...

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