2003-2014 Volvo XC90 - Spark Plug Replacement

2003-2014 Volvo XC90 | Advanced | 1.5-3 hours | $115 DIY

TOOLS

Torx T20 bit and ratchet 10 mm socket and ratchet 7 mm socket (intake hose clamp) 5/8-inch (16 mm) spark plug socket with long extension Feeler gauge set Compressed air or a blow gun Torque wrench (if your plug maker gives a spec) Clean rags

PARTS

Correct spark plug set for the gasoline/ICE engine in 2003-2014 Volvo XC90; 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. **Prep - locate the plugs under the engine cover - Park on level ground, open the hood, and** let the engine cool completely. The 2003-2014 XC90 was sold with four different engines - the 2.5T five-cylinder (2003-2007), the 2.9 T6 twin-turbo six (2003-2006), the 4.4-liter V8 (2005-...
2. **Remove the engine cover and intake air hose - The plastic engine cover must come off** first. On the XC90 it is held by Torx T20 screws along its edges. You will also need to disconnect the intake air hose - loosen its clamp with a 7 mm socket and undo the hose's 10 mm mounting bolt,...
3. **Unplug and remove the ignition coils - Each ignition coil is held down by one 10 mm bolt.** Unplug the electrical connector first by pressing its locking tab and pulling it straight off - each coil has only one connector, so they cannot be mixed up.
4. **Remove the old plugs and check the gap - Blow any dirt out of the plug well with** compressed air before touching the plug. Use a 5/8-inch (16 mm) spark plug socket with a long extension to reach down the well, turning counterclockwise to loosen. Check the gap on each new plug with...
5. **Install the new plugs carefully - Thread each new plug in by hand until it seats -** starting it by hand is the best protection against cross-threading the aluminum head. Never crank them down hard; overtightening strips the aluminum threads, which is an expensive repair.
6. **Reinstall coils, cover, and intake hose - Push each ignition coil firmly back down onto** its plug until it is fully seated, reinstall its 10 mm hold-down bolt, and reconnect the electrical connector - you should hear and feel it click locked. Refit the engine cover and tighten it...
7. **Start up and confirm a smooth idle - Reconnect the battery, start the engine, and let it** idle - it should settle into a smooth, even rhythm with no check-engine light.

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