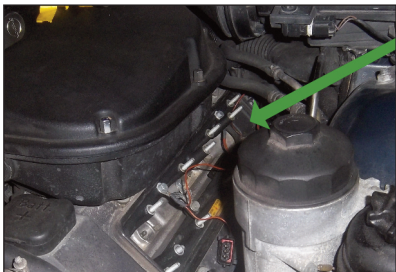


BMW M5 - Spark Plug Replacement



The rear plug on the nearside bank is the most difficult to replace

When I first entered the motor trade, if a set of spark plugs lasted for 12,000 miles without a hiccup they were doing well. Modern spark plugs have come a long way from those with platinum and iridium tipped spark plugs, the design life has multiplied tenfold.

Because of the longer life expectancy of the spark plugs, the designers have been allowed to give slightly less thought to the replacement process. This means that on many engines, the job of replacing the spark plugs can take a lot longer than may have been expected.

This 2002 BMW (E39) M5 V8 4.9L engine had spark plugs which were quite accessible. Once the air filters were removed, the top covers on the two banks can be removed, exposing the coil packs which can then be lifted off to access the spark plugs.

The long rubber sleeve on the coil packs can have a tendency to stick onto the porcelain of the spark plug, but with gentle persuasion these do normally lift off without issue. If they don't budge, then a length of wire with a hook on the end can be lowered down the side of the coil pack rubber. Using the hook on the edge of the rubber, the coil pack can then be lifted off as the rubber sleeve is pulled up using the hook.

The tightest coil pack to access is on the rear of nearside bank. Doing this one first will make the rest seem easy.