

## 10 Spark Plug Changing Commandments

1. Blow out the debris from the spark plug wells 1<sup>st</sup>, before removing the plugs.
2. Wait until the engine cools before changing spark plugs.
3. Be extra careful when gapping precious metal plugs and don't gap multi-electrode plugs.
4. Prior to plug installation in aluminum cylinder heads, "chase" the threads with a tap.
5. Cleaning plugs with a wire wheel will leave metal deposits and short out the insulator.
6. Reduce tightening torque by 40% when using anti-seize on plug threads. Don't apply anti-seize on pre-coated spark plug threads.
7. In order to prevent cross threading, always start them by hand first.
8. Tighten to exact plug torque specs. Tapered spark plugs get less torque than gasketed plugs. Over tightening stretches the plug shell, allowing combustion gas to leak past the porcelain.
9. Plug boots should be "burped" so the air that's trapped inside won't expand and push the boot off the plug. Any silicone/dielectric compound(s) applied to real long plug boots will cause the boots to pop loose.
10. Always put the plug wires back in the same place in their harness holders.

