
FOCUSED DIY MANUAL

Spark Plug Replacement

Kia Stinger | Genesis G70 | Kia K5

This edition is organized by engine. Every engine procedure starts on a new page. Real reference photos are used only where they directly help. No generated component diagrams are included.

KJT Product Reference

OEM NGK Pregapped 0.022 Spark Plugs 6-Pack

Product image and purchase link from the Kim Jong Tuned website.



[Open KJT product page](https://www.kimjontunedperformance.com/product-page/oem-ngk-pregapped-0-022-spark-plugs-6-pack)

KJT URL:

<https://www.kimjontunedperformance.com/product-page/oem-ngk-pregapped-0-022-spark-plugs-6-pack>

Added from KJT site only

START HERE

Choose the exact procedure

Pick the exact engine and vehicle combination that matches the car, then stay inside that section.
Each line below is a clickable jump. The selector uses a plain one-column layout.

Stinger / G70 3.3T

[Jump to page 4](#)

Kia Stinger 2018-2023 3.3T, Genesis G70 2019-2026 3.3T

Stinger / G70 2.0T

[Jump to page 7](#)

Kia Stinger 2018-2021 2.0T, Genesis G70 2019-2023 2.0T

Stinger / G70 2.5T

[Jump to page 9](#)

Kia Stinger 2022-2023 2.5T, Genesis G70 2024-2026 2.5T

K5 1.6T

[Jump to page 11](#)

Kia K5 2021-2024 1.6T

K5 GT 2.5T

[Jump to page 13](#)

Kia K5 GT 2021-2026 2.5T

K5 2.5L NA

[Jump to page 15](#)

Kia K5 2025-2026 2.5L naturally aspirated

Parts, tools and torque reference

[Jump to page 3](#)

Read before starting

Label rules

Factory/OEM = Kia or Genesis service material. Field access = practical tool/reach guidance.

Unverified exact torque values remain marked for KGIS or Genesis TechInfo verification by VIN.

Parts, tools and torque

CORE TOOLS

- 3/8 in ratchet
- 16 mm thin-wall magnetic spark-plug socket
- 3 in and 6 in extensions
- Swivel or wobble for offset access
- Low-range torque wrench
- Compressed air or vacuum

PARTS AND MATERIALS

- Correct plugs by VIN and engine
- Labels or paint marker
- Clean rags
- Replacement fuel-line seals only if the OEM procedure requires opening a line

Torque rule: Do not use a cross-platform internet torque. Final spark-plug torque and coil hold-down torque must match the current KGIS or Genesis TechInfo procedure for the exact VIN when a public OEM value is not available.

3.3T field access note: Experienced G70 owners report a 10 mm coil fastener tool, magnetic spark-plug socket, swivel and short extension as a workable combination for the difficult middle passenger-side plug. Treat this as field access guidance, not factory tooling.

[Back to contents](#)

VEHICLE-SPECIFIC PROCEDURE

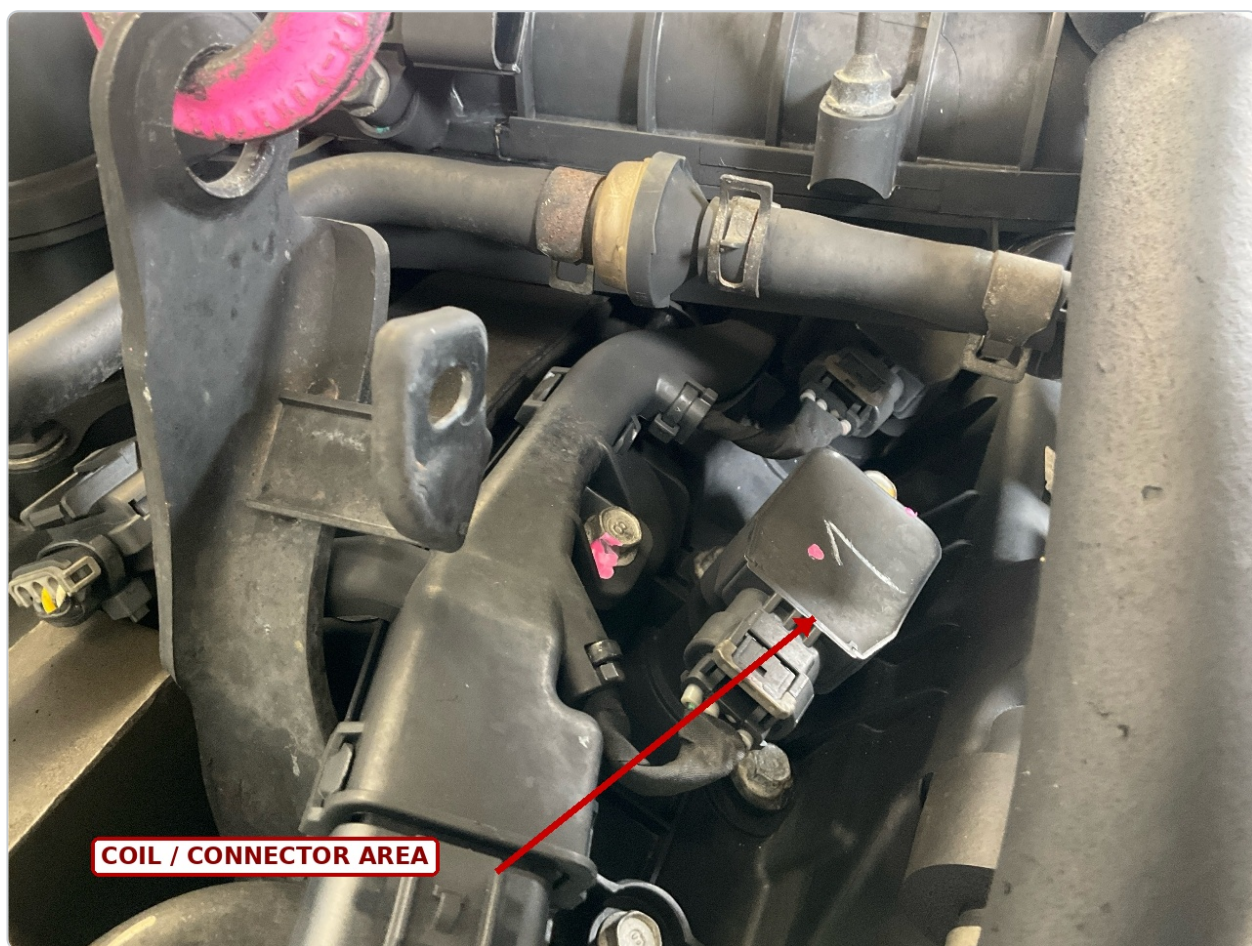
Stinger / G70 3.3T

Applies to: Kia Stinger 2018-2023 3.3T; Genesis G70 2019-2026 3.3T

DIFFICULTY
Moderate

TYPICAL DIY TIME
45-120 min

MAIN RISK
Hot aluminum threads, damaged coil boots, cross-threaded plugs.



Real 3.3T engine photo. The coil/connector area is called out to show how crowded top-side access can be.

Parts baseline

Kia Genuine Parts lists [Stinger 3.3T spark plug 18852-09070](#). For Genesis, confirm the current Genesis part number by VIN. If using colder aftermarket plugs on a tuned engine, treat the plug manufacturer/tuner gap and torque guidance as a separate configuration.

Recommended access stacks

Area

Suggested stack

Why

Front/mid cylinders

3/8 ratchet + 6 in extension + 16 mm magnetic plug socket Straight, controlled reach.

Rear or offset cylinders

3/8 ratchet + 3 in + 6 in extension + swivel/wobble + plug socket

Lets the ratchet clear

intake/hoses while keeping the socket centered.

Initial hand-start

Socket + extension only, no ratchet

You should feel several turns of

clean thread engagement before applying torque.

Removal and installation sequence

Step-by-step procedure

1. Park on level ground, set the parking brake, open the hood, and allow the engine to cool completely. A hot aluminum cylinder head is a poor place to judge thread feel.
2. Record any current misfire codes and freeze-frame data before disconnecting anything. If one cylinder is already misfiring, keep that cylinder identity attached to the removed plug and coil for inspection.
3. Remove the decorative engine cover by lifting at its grommet locations. Do not pry against brittle harness retainers.
4. Photograph the top of the engine before moving hoses. Label any non-stock catch-can, methanol, fuel, or sensor wiring that crosses the coil area.
5. Disconnect the negative battery terminal if your planned access requires moving powered harnesses or fuel-system connectors. Keep the key away from the vehicle.
6. Remove only the intake tubes, vacuum lines, harness clips, or braces that physically block the target coil bank. Keep left/right intake hardware separated so clamps and couplers return to the same position.
7. Before touching a coil connector, press the connector toward the coil slightly. Then release the lock and pull on the connector body, not the wires.
8. Work one cylinder at a time unless you have labeled every coil and plug position. This prevents cross-routing connectors and preserves diagnostic evidence.

9. Remove the coil hold-down fastener using the socket that actually fits the installed fastener head. Do not infer the socket from the metric thread size.
10. Twist the coil gently a few degrees to break the boot seal, then pull straight upward. If the boot sticks, continue twisting rather than levering the coil body against the valve cover.
11. Inspect the coil boot for oil, coolant, carbon tracking, tears, or a swollen seal. Oil in the well means the leak source should be corrected before a new plug is installed.
12. Blow the plug well clean with compressed air while wearing eye protection. Keep the nozzle above the well so debris exits rather than being driven deeper.
13. Insert the 16 mm thin-wall magnetic plug socket fully over the plug before applying breakaway torque. Keep the extension centered in the well.
14. Break the plug loose with smooth force. If the plug becomes abnormally tight after the first fraction of a turn, stop. Work it back slightly and investigate deposits or thread damage instead of forcing it.
15. Lift the plug out with the magnetic socket. Immediately label the plug by cylinder and inspect the insulator, electrode, deposits, wetness, and thread condition.
16. Compare the new plug part number, reach, seat style, and terminal against the removed plug. Do not assume a colder performance plug shares the same gap or tightening instruction as the OEM plug.
17. Check gap using a wire/feeler method that does not pry on a fine-wire center electrode. If the plug manufacturer says not to adjust the gap, follow that instruction.
18. Place the new plug in the magnetic socket and lower it into the well. Thread it using the extension only. It should rotate several full turns with light finger force.
19. If hand-threading stops early, remove the plug and inspect. Do not use the ratchet to “pull” a plug into an aluminum head.
20. Torque the plug to the current factory specification for that exact engine/VIN. If that value has not been checked in KGIS/Genesis TechInfo, stop and verify it before final tightening.
21. Reinstall the coil straight down so the boot seats on the plug terminal. Confirm the upper coil seal is not folded.
22. Install and torque the coil hold-down to the current factory value. Reconnect the coil connector until the lock is fully engaged.
23. Repeat the same clean-well, remove, inspect, hand-start, torque, and coil-install process for the remaining five cylinders.
24. Reinstall any intake tubes, vacuum hoses, brackets, harness clips, and braces in the exact routing recorded before removal. Check that no hose is trapped under a brace or intake tube.
25. Reconnect the battery if disconnected. Start the engine without immediately revving it. Listen for a steady idle and watch for a flashing MIL.
26. Scan misfire counters or codes after warm-up. A new immediate misfire after plug service usually points first to a connector, damaged coil boot, wrong gap/plug, or an installation problem on the cylinder just serviced.

VEHICLE-SPECIFIC PROCEDURE

Stinger / G70 2.0T

Applies to: Kia Stinger 2018-2021 2.0T; Genesis G70 2019-2023 2.0T

DIFFICULTY

Easy-Moderate

TYPICAL DIY TIME

45-90 min

MAIN RISK

Fuel-line interference on some applications.



OEM-authored reference photo showing the low-pressure fuel-pipe area that may interfere with coil removal on covered four-cylinder applications.

OEM parts

Kia Genuine Parts lists Stinger 2.0T spark plug 18857-09085 and ignition coil 27300-2GGA0. The Kia parts catalog also lists the plug as fitting G70 applications. Confirm by VIN before ordering for Genesis. Kia ENG222 factory TSB photo. The bulletin specifically warns that a low-pressure fuel pipe may need to be detached before ignition-coil removal on covered four-cylinder applications. Image is a cropped reference from the OEM-authored TSB.

Procedure

Step-by-step procedure

1. Cool the engine fully and record any existing misfire DTCs before disconnecting the battery or coil connectors.
2. Remove the engine cover. Photograph harness routing and any hoses that cross the coil row.

3. If the low-pressure fuel pipe or another fuel-system component physically blocks coil removal, do not bend the pipe out of the way. Kia ENG222 explicitly notes that the low-pressure fuel pipe may need to be detached before removing coils on covered engines.
4. If a fuel connection must be opened, relieve fuel pressure using the current KGIS procedure and use fuel-safe caps/plugs. Keep ignition sources away and ventilate the work area.
5. Disconnect the negative battery terminal when fuel connectors, fuel lines, or powered harnesses are being moved.
6. Release each coil connector by the lock/body. Do not pull the harness wires.
7. Remove the coil hold-down fastener and pull the coil vertically after a slight twisting motion.
8. Inspect the plug well for oil/water and blow debris out before inserting the plug socket.
9. Use a 3/8 ratchet, 6 in extension, and thin-wall plug socket as the default straight stack. Add the 3 in extension only when needed for ratchet clearance.
10. Break the plug loose with the socket fully seated. Remove and label the plug by cylinder.
11. Compare the new plug against the removed part for seat, reach, thread, and terminal configuration. Kia Genuine Parts reference for the Stinger 2.0T is 18857-09085.
12. Check the gap only to the exact OEM/plug-maker specification for the plug being installed. Do not copy a tuned 3.3T gap into the 2.0T.
13. Hand-thread the new plug with the extension only until the gasket/seat contacts the head.
14. Torque to the current factory value in KGIS/Genesis TechInfo for the exact engine and VIN. Do not use an internet cross-platform torque as a substitute.
15. Seat the coil, install the hold-down to factory torque, and reconnect the electrical connector.
16. Repeat for cylinders 2 through 4. Keep each removed plug labeled for comparison.
17. If any fuel pipe or bracket was removed, replace any one-time seals specified by KGIS and torque the connection exactly to the fuel-system specification. Inspect for leaks before installing the engine cover.
18. Reconnect the battery, cycle ignition as required to restore fuel pressure, inspect carefully for fuel odor/leaks, then start the engine and scan for misfires.

[Back to contents](#)

Stinger / G70 2.5T

Applies to: Kia Stinger 2022-2023 2.5T; Genesis G70 2024-2026 2.5T

DIFFICULTY

Easy-Moderate

TYPICAL DIY TIME

35-75 min

MAIN RISK

Do not assume the older 2.0T fuel routing or torque values apply.

OEM part reference

Kia Genuine Parts lists 18875-09085 for the 2022 Stinger 2.5T. Genesis part numbers should be confirmed by VIN in the Genesis catalog/service system.

Procedure differences from 2.0T

Step-by-step procedure

1. Park on level ground, allow the engine to become fully cold, record current DTCs and misfire counters, and keep the ignition off while the top-end harness is being disturbed.
2. Remove the engine appearance cover. Before disconnecting anything, photograph the Smartstream PCV, purge/EVAP, fuel, charge-air, and wiring routes from several angles.
3. Identify the four coils and verify which hoses, brackets, or harness retainers prevent a straight vertical coil-removal path. Move the minimum amount of hardware required.
4. Do not assume the 2.5T routing matches the older Theta 2.0T. If a fuel connection must be opened, stop and use the exact KGIS/Genesis TechInfo pressure-relief, seal-replacement, and tightening procedure for the VIN.
5. Disconnect the first coil connector by the connector housing. Release any secondary lock before pulling. Do not pull on the wires.
6. Remove the coil hold-down fastener with the correctly fitting socket. Twist the coil boot gently to break the seal, then pull the coil straight upward.
7. Inspect the coil boot and plug well before touching the plug. Correct oil, coolant, water, dirt, carbon tracking, or a torn boot before installing new ignition parts.
8. Blow or vacuum debris out of the well. Keep dirt from falling into the cylinder when the plug is removed.
9. Use a 3/8-drive ratchet, a 16 mm thin-wall magnetic spark-plug socket, and roughly a 6 in extension as the baseline access stack. Add a short extension or wobble only when body or harness clearance requires it. Keep the socket axial to the plug.
10. Break the plug loose only after the socket is fully seated. Remove the plug and label it by its physical position so plug condition can be compared across all four cylinders.

- 11.** Compare the replacement plug to the removed plug for part number, thread reach, seat style, terminal, and overall length. Kia Genuine Parts lists 18875-09085 for the 2022 Stinger 2.5T. Confirm current supersession by VIN.
- 12.** Check plug gap only against the current OEM or spark-plug-manufacturer specification for the exact plug being installed. Do not copy tuned 3.3T gaps or older 2.0T specifications.
- 13.** Place the new plug in the magnetic socket and thread it into the aluminum cylinder head using the extension only, with the ratchet removed. The plug should turn freely by hand until the seat contacts the head.
- 14.** Attach the torque wrench only after the plug is fully hand-seated. Tighten to the current factory spark-plug torque in KGIS/Genesis TechInfo for the exact engine and VIN. Do not import a value from another Smartstream application.
- 15.** Inspect the coil terminal spring/contact, then seat the coil by hand until the boot is fully engaged. Install the hold-down finger-tight and torque it to the current factory value.
- 16.** Reconnect the coil connector and confirm the lock is engaged. Repeat the clean-well, remove, inspect, hand-thread, torque, and coil-install process one cylinder at a time.
- 17.** Reinstall every bracket, harness retainer, PCV/EVAP hose, charge-air connection, and intake part moved for access. Confirm hose clamps sit behind their locating beads and no harness is trapped under a bracket.
- 18.** If any fuel connection was opened, prime the system using the OEM procedure and inspect with a light for leakage before starting. Do not use fingers to search for a high-pressure fuel leak.
- 19.** Start the engine, allow a stable idle, scan for misfires or new DTCs, and inspect the entire top-end work area for a loose hose, fuel odor, vacuum leak, or abnormal noise.

[Back to contents](#)

K5 1.6T

Applies to: Kia K5 2021-2024 1.6T

DIFFICULTY

Easy

TYPICAL DIY TIME

30-60 min

MAIN RISK

Protect plastic connectors and any hard line crossing the coil row.

Parts note

Kia Genuine Parts lists ignition coil 27301-2M417 for 2022-2023 K5 1.6T applications. Confirm spark plug by VIN because public indexed part pages did not expose a single current plug number reliably.

Procedure

Step-by-step procedure

1. Cool the engine completely. Park securely and record current DTCs/misfire counts.
2. Remove the engine cover and the minimum air-intake ducting needed to expose the coil row. Photograph connector and hose routing first.
3. Identify any fuel, purge, or PCV line that lies across the coil row. Do not lever a hard line aside to gain room.
4. If a fuel line must be opened, use the KGIS pressure-relief procedure and replace any one-time seals specified for that exact engine.
5. Disconnect coil connectors by the connector body and remove one coil at a time.
6. Inspect the coil boot and plug well. Correct liquid or oil contamination before installing new ignition parts.
7. Blow the well clean. Use a 6 in extension and thin-wall plug socket as the default access stack. Keep the plug socket axial in the well.
8. Remove, label, and inspect the old plug. Compare the new plug part number, reach, and seat before installation.
9. Check gap only to the exact plug/OEM specification. Fuel/charge plumbing is transverse and packaging differs from Stinger/G70.
10. Hand-start the new plug with the extension only. Stop immediately if the thread does not turn freely.
11. Torque the plug to the current KGIS value for the exact VIN/engine. Do not use the BMS 3.3T performance recommendation as a K5 factory torque.
12. Reinstall the coil and hold-down, reconnect the connector, and repeat for the remaining cylinders.

- 13.** Reinstall air ducting and every hose/connector moved for access. Confirm clamps are behind their hose beads and not cutting into plastic fittings.
- 14.** Start, idle, and scan for misfires. Recheck any intake/fuel connection that was disturbed.

[Back to contents](#)

K5 GT 2.5T

Applies to: Kia K5 GT 2021-2026 2.5T

DIFFICULTY

Easy

TYPICAL DIY TIME

30-60 min

MAIN RISK

Verify Smartstream-specific parts and torque by VIN.

K5 2.5T GT - deep procedure

Parts note

Kia Genuine Parts lists ignition coil 27300-2T000 for K5 2.5T GT and spark plug 18875-09085 on K5 2.5T applications. Confirm supersession by VIN.

Procedure

Step-by-step procedure

1. Cool the engine completely. Park securely and record current DTCs/misfire counts.
2. Remove the engine cover and the minimum air-intake ducting needed to expose the coil row. Photograph connector and hose routing first.
3. Identify any fuel, purge, or PCV line that lies across the coil row. Do not lever a hard line aside to gain room.
4. If a fuel line must be opened, use the KGIS pressure-relief procedure and replace any one-time seals specified for that exact engine.
5. Disconnect coil connectors by the connector body and remove one coil at a time.
6. Inspect the coil boot and plug well. Correct liquid or oil contamination before installing new ignition parts.
7. Blow the well clean. Use a 6 in extension and thin-wall plug socket as the default access stack. Keep the plug socket axial in the well.
8. Remove, label, and inspect the old plug. Compare the new plug part number, reach, and seat before installation.
9. Check gap only to the exact plug/OEM specification. Do not copy K5 1.6T coil or plug numbers into the GT.
10. Hand-start the new plug with the extension only. Stop immediately if the thread does not turn freely.
11. Torque the plug to the current KGIS value for the exact VIN/engine. Do not use the BMS 3.3T performance recommendation as a K5 factory torque.
12. Reinstall the coil and hold-down, reconnect the connector, and repeat for the remaining cylinders.

- 13.** Reinstall air ducting and every hose/connector moved for access. Confirm clamps are behind their hose beads and not cutting into plastic fittings.
- 14.** Start, idle, and scan for misfires. Recheck any intake/fuel connection that was disturbed.

[Back to contents](#)

K5 2.5L NA

Applies to: Kia K5 2025-2026 2.5L naturally aspirated

DIFFICULTY

Easy

TYPICAL DIY TIME

30-60 min

MAIN RISK

Do not use K5 GT 2.5T specs on the non-turbo engine.

Parts note

The 2025-2026 non-turbo 2.5L is a different configuration from the 2.5T GT. Use VIN-based Kia parts selection.

Procedure

Step-by-step procedure

1. Cool the engine completely. Park securely and record current DTCs/misfire counts.
2. Remove the engine cover and the minimum air-intake ducting needed to expose the coil row. Photograph connector and hose routing first.
3. Identify any fuel, purge, or PCV line that lies across the coil row. Do not lever a hard line aside to gain room.
4. If a fuel line must be opened, use the KGIS pressure-relief procedure and replace any one-time seals specified for that exact engine.
5. Disconnect coil connectors by the connector body and remove one coil at a time.
6. Inspect the coil boot and plug well. Correct liquid or oil contamination before installing new ignition parts.
7. Blow the well clean. Use a 6 in extension and thin-wall plug socket as the default access stack. Keep the plug socket axial in the well.
8. Remove, label, and inspect the old plug. Compare the new plug part number, reach, and seat before installation.
9. Check gap only to the exact plug/OEM specification. Do not assume the turbo plug, gap, or torque is identical to the non-turbo engine.
10. Hand-start the new plug with the extension only. Stop immediately if the thread does not turn freely.
11. Torque the plug to the current KGIS value for the exact VIN/engine. Do not use the BMS 3.3T performance recommendation as a K5 factory torque.
12. Reinstall the coil and hold-down, reconnect the connector, and repeat for the remaining cylinders.
13. Reinstall air ducting and every hose/connector moved for access. Confirm clamps are behind their hose beads and not cutting into plastic fittings.

14. Start, idle, and scan for misfires. Recheck any intake/fuel connection that was disturbed.

[Back to contents](#)

Post-install checks

- No fuel odor or wet fuel connections.
- All four/six coil connectors fully locked.
- No plug-well oil/coolant left unaddressed.
- No intake, PCV, or EVAP hose left open.
- Steady idle with no flashing MIL.
- Misfire counters remain stable during a short warm-up.
- Retain removed plugs labeled by cylinder until the vehicle passes a road test.

[Back to contents](#)

SOURCES

Verification trail

- Kia Global Information System (KGIS), official U.S. Kia service-information portal.
- Genesis TechInfo, official U.S. Genesis service-information portal.
- Kia ENG222 technical service bulletin, four-cylinder ignition-coil access warning.
- Kia Genuine Parts public catalog references for Stinger plug and coil numbers, with VIN verification required.
- Genesis G70 owner discussion used only for field-access technique on the 3.3T, not for factory torque values.

[Back to contents](#)