



AVIATION TECHNICAL BULLETIN

Champion Spark Plug Company

P. O. BOX 910, TOLEDO, OHIO 43601

August 2, 1968

NO. 68-12

CONTROLLED
COPY

SWAP YOUR TROUBLES AWAY

In engines using highly leaded 100/130 octane avgas it is commonplace to find the upper spark plugs reasonably clean, yet the lower plugs in the same cylinders are clinker laden with gobs of deposit.

In a nutshell the top plugs run clean and the lower plugs run very dirty.

These deposits, the unscavenged residue of combustion, are gravity directed to the lower part of the combustion chamber and the lower plugs.

One measure which decreases the possibility of being troubled by a fouled lower plug is to swap the top and bottom plugs at intervals (usually half way) between regular plug cleaning and gapping.

The engine will clean up the dirty lower plugs you've placed in the upper plug positions, and the cleaner top plugs installed in the bottom plug locations aren't likely to give deposit fouling trouble.

The engine manufacturer and mechanics who have tried it swear by it.