Member John Spinks and John Heimerl discuss the dilemma of fouled plugs on Airflows—a discussion paraphrased from the Airflow Yahoo fourm-November 2011

John Spinks: I was wondering if anyone has noted that the spark plugs in their Airflow engine have been failing because they have been carbon fouling? I seem to remember that Frank Daly had this problem some time ago and don't know if he solved it. If anyone has this problem would you let me know the model of your Airflow, if it is running a cast iron or aluminum head and the brand and model of the spark plugs that are fitted to the engine.

John Heimerl: Many Airflows run rich, (better than lean) for a number of factors, carb setting, condition, and defective chokes-often on too long. Have wondered about the mix through the air filter and the amount of research. Despite of the Chrysler fuel-economy run promotions, actual economy was not much an issue then. Are you referring to even fouling on all cylinders?

Spinks: Ive noted that if the engine stumbles and misfires, then the problem can be found in fouled plugs. And I've found that somehow every plug except of #1 and #8. have clean burn. Numbers 1 and 8 have a rich burn on one side and lean burn on the other side. And interesting to note, the rich burn on the one side is always on the inlet valve side***Heimerl:*** Yes, this problem exists and was solved by more frequent changing of all the plugs. Today the question is; do we experiment to better solve the problem (beyond changing the heat ranges) or do we restore and improve the car, even if it is less than original?