

Are your sparkplugs correct for your Fiero? - Submitted by Fiero Tech Advisor Floyd Dobson

Just a note on my experience with some of these "special" spark plugs that are available today. The Bosch Platinum +4 plugs are designed with special engine applications in mind. Our 2.5L-L4 and 2.8L-V6 are not designed to provide the combustion chamber turbulence that the Bosch Platinum +4s with 4 ground electrodes seem to require. After initial installation in my yellow 2.5L, the engine "seemed" to start better and idle smoother, but that didn't last a week. It started to require longer crank before first-fire, didn't want to get to a stable idle, and would miss severely between 1500 and 1800 RPM. A cold start required better than 2000 RPM for that initial drive-away or it would flat stall. Those plugs appeared to be gapped at about .060 thousandths, so I lowered the gap to an eyeball .040 thousandths. That didn't help, with less than 3000 miles on these plugs. What made a dramatic difference was replacing them with ACDelco RapidFire #1s gapped to .055-.060 thousandths (not the .045 they come with and tell you not to change). This brought back my hummin-honey with much easier cold starts, a good stable 1600 RPM cold idle, I can let out the throttle without giving it a lot more gas without stalling, takeoff smoothly, with no missing at all, and this is still a cold engine. What difference a \$5 a plug can make, even to your wallet. It runs great, feels good, and, furthermore, my mileage has gone back up to the 33-35 MPG (from ~28 mpg). It's fun to drive again!

Floyd Dobson