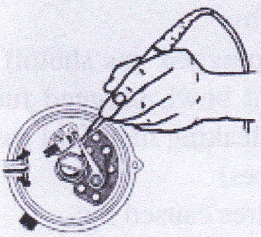
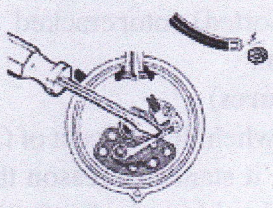
The ignition circuit provides voltage to the points and high voltage to the spark plugs.

TEST 1 - Open the points or place paper between contacts, Ignition switch On, test for 6 volts at the tip of the points. If this test fails, go to TEST 3. You now know the problem is in the ignition circuit. If there is voltage at the points, go to TEST 2.



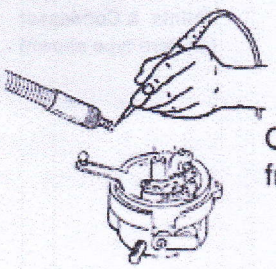
Checking Voltage at points.

TEST 2 - Remove high tension wire from the distributor cap and place or hold it 1/8" from one of the head nuts (or a bare ground). Ignition switch ON, open and close the points with a screwdriver. The points should spark each time they open and close. Each time the points open, a bright blue arc should jump from the tip of the high tension wire to the head nut. This tests the coil for high voltage output.



Checking High Voltage from coil.

TEST 3 - When test 1 fails, the problem may or may not be in the distributor. Remove the ignition cable from the distributor body and test for 6 volts at the tip of the ignition cable with ignition switch ON. If there is voltage, the trouble has been isolated to somewhere in the distributor body. Replace distributor.

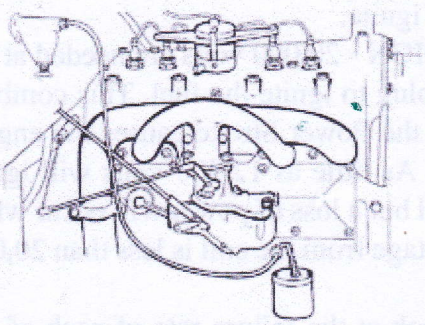


Checking Voltage from ignition switch.

When tests 1 and 3 test OK, the probability is the ignition circuit is OK. When tests 1, 2 or 3 fail, the problem is in the ignition circuit and further testing can trace the problem to the failed part. Use the Ignition Circuit Schematic on the previous page to trace down the problem. With the ignition key ON or OFF, there should always be battery voltage measured at both coil terminals and at both wing nuts on the terminal box. Always check for loose connections at the ammeter.

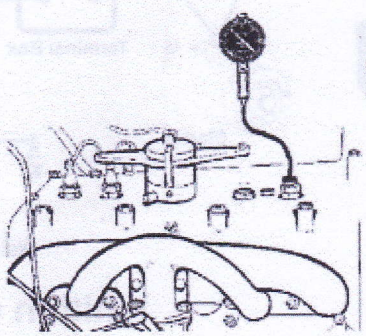
If the Ignition circuit tests OK, the next probability is FUEL.

TEST 4 - Remove the fuel line from the carburetor and drain a little fuel in a container (gas shutoff valve ON) to make sure a strong flow of fuel is going to the carburetor. If a strong fuel flow is present, the problem is probably in the carburetor. Replace the carburetor.



Fuel Test

TEST 5- If tests 1 through 4 test OK, proceed with a compression test of each cylinder. Compression in each cylinder needs to be 55 PSI or more. A cylinder that measures no compression, or a difference of more than 8 pounds less than the other cylinders; indicates a blown head gasket or a stuck valve.



Compression Test