

Service Hints

Les Andrews - Technical Director

On The Road Diagnostic

At one time or another, most of us have experienced someone in "Breakdown Lane" when touring. Most causes of failure can be found quickly if approached systematically. Other than obvious engine noises, most failures occurring on the road are caused by loss of voltage in the ignition circuit. The following is a quick diagnostic check of the ignition circuit, using a voltmeter. An inexpensive volt/ohm meter ($20.00 or less) is an essential troubleshooting instrument and should be a part of your tool kit

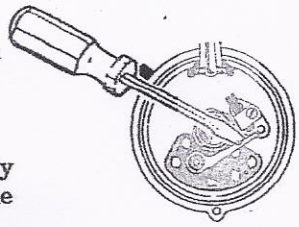
Testing Ignition Circuit

1. Hand crank engine until points close.
2. Remove high tension wire from distributor cap. Place tip of high tension wire 1/4" from a cylinder head nut (or any exposed metal).



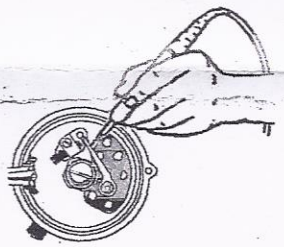
High Tension Wire From Coil

3. Turn ignition switch ON. Push the point arm open and closed with the tip of a screwdriver while looking for an arc from the high tension wire. Do not short the screwdriver against any other metal, other than the point contact arm. A good regular occurring arc from the high tension wire to ground indicates a good ignition circuit. No arc or weak erratic arc from the high tension wire indicates a failure in the ignition circuit. Check fuel flow and carburetion if ignition tests good.

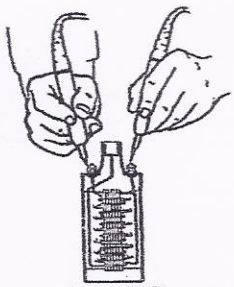


No Spark From High Tension Wire.

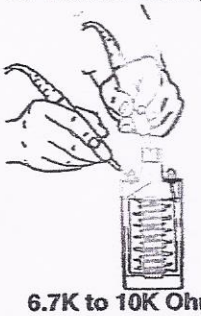
4. Open the points and check for 6 volts at the tip of the points.



Voltage at Point Arm Tests Good (6 volts) → Test Coil Primary and Secondary circuit. Replace coil if necessary.



1.7 Ohms Primary



6.7K to 10K Ohms Secondary

No Voltage At Points

5. Check for 6 volts at coil red wire terminal.

Voltage at Coil Terminal Test Good (6 volts) → **FAILURE** Bad ignition switch and cable, or faulty distributor lower plate, or shorted condenser.

No Voltage At Coil Terminal

6. Check for 6 volts at wing nuts on terminal box.

Voltage at Wing Nuts Test Good (6 volts) → **FAILURE** Check for loose connections at coil.

No Voltage At Terminal Box Wing Nuts

FAILURE Loose or corroded terminal connections at the starter switch, terminal box posts, or ammeter. Test battery for full charge.