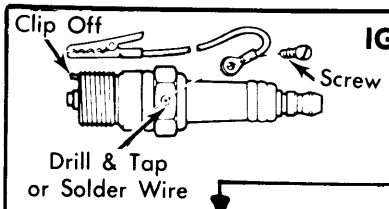
IGNITION SYSTEM TROUBLE SHOOTING

IGNITION SECONDARY QUICK CHECK CHART



Visually Inspect Spark Plug Wires, Coil Wire, Plug Wire Boots, and Distributor Cap and Rotor for Damage.

- OK → For Testing, Modify Spark Plug by Attaching Ground Wire to Plug Body and Widening Gap to ¼-⅜". Disconnect Spark Plug Wire and Insert Test Plug. Ground Plug, Crank Engine and Check for Spark.
  - Plug Sparks → If Plug Sparks, Problem is Most Likely Not in the Ignition System. Check the Fuel System or Engine for Mechanical Problems.
  - No Spark → Remove Coil Wire from Distributor and Attach Modified Spark Plug. Ground Plug, Crank Engine and Check for Spark.
    - No Spark → Proceed to Ignition Primary Quick Check Chart.
    - Plug Sparks → If Plug Sparks, Problem is in Spark Plug Wires, Distributor Cap or Rotor. Replace Components as Necessary.
- NO → Repair or Replace Damaged Components as Necessary.

IGNITION PRIMARY QUICK CHECK CHART

Inspect All Ignition Secondary Wiring for Broken, Frayed, Split or Cut Wires. Also Check for Loose, Corroded or Disconnected Connectors.

- OK → Check Battery Voltage. Should Be 11.5 Volts or Above.
  - NO → Replace or Recharge Battery.
  - OK → Check for Battery Voltage at Positive Terminal of Coil.
    - OK → Check Air Gap of Pick-Up Coil in Distributor.
      - OK → Check Pick-Up Coil Resistance for Correct Value.
        - NO → Replace Pick-Up Coil if Not to Specifications.
        - OK → Check Control Module for Good Ground Connections.
          - OK → If Vehicle Still Fails to Run, Turn to Appropriate Article in this Manual for Complete Primary Ignition Checks with Specifications.
      - NO → Adjust or Repair as Necessary.
    - NO → Check Resistance of Ballast Resistor (If Used) for Correct Value.
      - OK → Check Wires from Battery/Ignition Switch to Coil. Also Check Coil Primary and Secondary Resistance.
      - NO → Replace Ballast Resistor if Value is Not to Specification.
- NO → Repair or Replace Components as Necessary.

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