

LOCATION OF FAULTS (cont.)

TEST OF DISTRIBUTOR, COIL AND CONDENSER

Distributor.

See that the cover is correctly fitted and the clips secure. Check the gap of the contact breaker points by turning over the engine until they are open to the maximum extent and inserting the feeler gauge attached to a distributor spanner. The gap should be .012". If an adjustment is required, slack off the screws securing the fixed contact and move until the gap is correct. After tightening the screws, check the gap again.

Examine the contact breaker points and if they are oily or dirty, clean them with a rag, damp—not wet—with petrol. When the points are pitted they should be removed from the distributor and rubbed down on a fine carborundum stone.

See that the interior of the distributor is clean and wipe out the cap with a rag damp with petrol. Check the brush in the top of the cap to make certain that it is free. Test the fixing of the cables.

Coil.

First clean the coil, particularly between the cable connectors. To check the low tension circuit, connect a voltmeter between the coil terminal marked "S.W." and earth. If there is no reading with the ignition switched on there is a fault in the coil primary winding. If this test shows that the low tension circuit is in order, remove the H.T. lead from the centre of the distributor cap. Rotate the engine until the points close and switch on the ignition. Hold the lead about $\frac{1}{4}$ " away from the cylinder and flick the points open with the finger. There should be a vigorous spark between the cable and the cylinder. No spark indicates a fault in the H.T. winding. Any fault in a coil can only be corrected by fitting a new unit.

Condenser.

To test the condenser, switch on ignition and connect a voltmeter across the open contacts. If there is no reading, remove the condenser and re-test. If a reading on the meter is obtained, the condenser is faulty and should be changed.