



Regulator and generator frames connected together with copper wire determine poor ground condition

the starter is cranking the engine. *Be careful not to touch the metallic connections on the lead.* If a good spark occurs, the primary and secondary circuits can be considered okay. The trouble then should be hunted in the spark plugs, timing, or the centrifugal and vacuum-advance assemblies. Quite often the difficulty will be found outside the ignition system.

If, however, the difficulty is found to be in the ignition system, it's a matter of eliminating the most likely causes of the trouble progressively. Suppose, for example, you had a spark at the distributor breaker points, but none at the plugs. The trouble is probably a damaged rotor. The spring contact may be broken or worn so that it doesn't touch the center contact in the cap. Sometimes a temporary repair can be made by binding a piece of tin or other thin metal to the rotor to carry current from the center contact through the rotor. Don't overlook the possibility of a loose ground on the condenser, which should be tightened.

To make sure about the coil, remove the "hot" primary wire from it and rub the end against an unpainted metal part of the car. There should be some indication of sparking. If there is sparking, and the connections in the distributor are tight and in good condition, the trouble is likely a dead coil, which will have to be replaced. If you did not get sparking at the end of the primary wire, the trouble is between the coil and the battery. Trace the circuit, tightening all connections as you progress. Likely you will find a loose connection or a broken wire, but don't overlook the possibility of trouble in the ignition switch. Be sure the ignition switch is on when making the tests

on any parts in the ignition system.

In making periodic checks to avoid engine failure, consider the following at least twice a year:

Spark Plugs

1. Clean, inside and outside
2. Look for cracks in the porcelain
3. Adjust points to recommended setting

Distributor

1. Clean, inside and outside
2. Clean, terminal sockets in cap and metal contacts on wire ends
3. Inspect for cracks in cap and body
4. Adjust breaker-point gap. Replace points if necessary
5. Replace frayed or swollen wiring
6. Test condenser and tighten connections
7. (Monthly) Oil drive shaft and wick under rotor. Smear a trace of petrolatum on cam face
8. Check breaker-spring tension and condition of fiber bumper on breaker arm
9. Inspect rotor contacts for burning or wear. Also, inspect metal inserts which distribute current to spark-plug wires
10. Have timing and various timing controls checked

Coil

1. Clean and tighten connections
2. Test for condition

Battery

1. Clean surface. Grease terminals
2. Clean and inspect ground strap and starter lead
3. Check gravity and water level

Instrument Panel and Wiring

1. See that all gauges work properly
2. Check wiring under dash for loose connections and frayed or broken insulation

Renewing auto-wiring insulation: In older cars where the insulation on the wiring

The generator regulator controls the flow of current (amperes) and the voltage produced by the generator

