**SIMPLE ROAD DIAGNOSTICS**

**You’re riding along enjoying your Model A and all of a sudden your car quits. You pull over to the side of the road now and you contemplate what went wrong. This is where the fun begins.**

**The problem could be lack of spark or fuel.**

**Nine times out of ten it’s the spark. So, before you climb out of your car try the following; With the ignition switch on, crank the engine over a couple of times and watch the ammeter. The ammeter should move a couple of notches in each direction.**

**So, what does that tell you?**

* **The battery is still alive and well AND still connected to the car,**
* **the pop-out cable has not shorted out,**
* **the points are opening and closing and are connected to the circuit,**
* **the condenser is not shorted out,**
* **the primary side of the coil has continuity and was still connected to the battery at one end and to the points at the other end,**
* **and the wire that connects the upper distributor plate to the lower plate has not broken or shorted out.**

**So without getting out of the car you have checked 75% of the ignition system. While still in the car, rock it back and forth a couple of times to see if the gas in the gauge moves. If it doesn’t guess what, you could be out of gas.**

**Because it still won’t start, it’s time to get out and under the hood.**

**The problem has to be in the secondary side of the ignition circuit or fuel.**

* **Check the wire running from the bottom of the coil to the top of the distributor and make sure it is connected well at each end and that is not corroded.**
* **The other components in the secondary circuit are the secondary windings of the coil, the distributor cap, the rotor, the copper plug wires and the spark plugs.**

**Fuel –Try loosening the gas cap to make sure it is vented properly, try starting it with the choke pulled out in an attempt to flood the carburetor. Check the bottom of the carburetor for traces of excess gas, if none, your gas line is plugged somewhere. It’s Time to break out the wrenches or the cell phone.**

**PS….The early 29’s were not wired so the ammeter would move as mentioned above. This can be changed (see Ford Service Bulletin page 390 for the change).**