

# Technical Notes

## Trouble Shooting Tips for the Running Model A

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Let us assume that the Model A was running fine, but then something changed causing it not to purr like a kitten. It might backfire sometimes, or the engine might have a miss. This is a list of problems to consider and check.

Point gap Wear can cause a change in the point gap setting. Hard starting or a tendency to buck at low speeds could mean the point gap is too wide.

Plugged carburetor jet To do a quick unplug of a carburetor jet without taking the carburetor apart try this method. With engine warm and idling, wear a glove and place your hand over the choke housing to momentarily cut off the air supply. This can help to dislodge a particle of dirt. If covered too long the engine will die.

Backfire This could be many things, so here is a list of possibilities.

- Defective condenser
- Too rich of a fuel mixture
- Incorrect float level
- Manifold air leak by the block
- Exhaust/muffler leak at the clamp area
- Too lean of a fuel mixture

Backfire going downhill

- Spark retarded too much
- Fuel mixture too lean

Loss of power going uphill

- Spark is advanced too far
- Fuel mixture too lean
- Incorrect float level
- Clogged fuel screens at tank/sediment bowl/carburetor

Squeaky fan belt A quick fix is to apply hand bar soap to the belt. Next, would be to apply door-ease. Old timers used glycerin. The best fix is to determine why the fan belt is squeaking. Is the generator/alternator pulley out of alignment? Is the fan belt old and worn out?

Low speed shimmy

- Tires not inflated to 35 psi
- Loose wheel lug nuts
- Loose wheel bearings
- Worn wheel bearings
- Worn king pins
- Tie rod or drag link loose
- Worn tie rod or drag link balls