

Testing Condenser

24 LI

The condenser is essential in producing the required high voltage for the ignition. It suppresses the spark which occurs when the points separate, reducing contact wear.

A defective condenser is indicated by burned breaker points and a weak spark as well as difficult starting. Also when no spark, even across a short gap from a plug lead, can be obtained the condenser can be at fault.

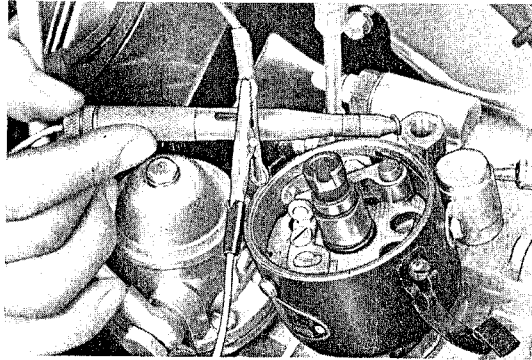


Fig. 49

Testing

It is possible to check a condenser for high resistance, insulation leakage, and capacity on a testing device. If a condenser tester is not available, proceed as follows:

1. Disconnect cable 1 from terminal of breaker arm.
2. Connect one lead of a 6 volt test lamp to cable 1 at the ignition coil and the other to the condenser cable (Fig. 49).
3. Switch on ignition. If the lamp lights, the condenser is grounded and should be replaced. If it does not light proceed as follows:
 4. Remove test light and reconnect coil and condenser leads.
 5. Disconnect high tension lead from coil at distributor cap and hold it approx. 7 mm ($\frac{9}{32}$ in.) from the crankcase.
 6. Crank engine with ignition switched on. If no spark occurs at the prescribed distance, the inspection should be repeated with a new condenser. If still no spark occurs the fault is elsewhere.

For replacement, use only condensers of the prescribed type, since condensers of incorrect capacities will seriously affect breaker point life.