

Probable Cause	Remedy
<b>Missing or Cutting Out at High Speed - Continued</b>	
8. Poor compression: (a) Head gasket leaks . . . . . (b) Burned valves . . . . . (c) Worn piston rings . . . . .	Replace head gasket. Grind valves. Replace piston rings.

<b>Excessive Pinging - Detonation</b>	
1. Distributor (a) Point gap incorrect . . . . . (b) Spark advanced too far . . . . . (c) Fouled spark plugs . . . . .	Readjust point gap. Refer to "Tune-Up", page 1-74. Check and adjust timing. Refer to "Tune-Up", page 1-74. Clean plugs and reset the gap. Refer to "Tune-Up", page 1-74.
2. Carburetor (a) Main metering system too lean . . . . . (b) Float level set too low . . . . .	Adjust carburetor. Refer to "Fuel System", Section 2. Check float level and reset if necessary.
3. Cylinder head not bolted down tight . . . . .	Torque cylinder head bolts. Refer to page 1-14 for tightening sequence.

<b>Engine Does Not Operate Smoothly</b>	
1. Pitted distributor points . . . . .	Clean and readjust points or replace points.
2. Cracked distributor cap . . . . .	Replace.
3. Worn or bent distributor shaft . . . . .	Replace.
4. Worn breaker plate hub . . . . .	Replace breaker plate assembly.
5. Worn distributor cam . . . . .	Replace.
6. Improper point spring tension . . . . .	Adjust point spring tension or <u>replace points</u> .