

Troubleshooting Engine Performance (cont.)

Problem	Cause	Solution
Rough idle or stalling	<ul style="list-style-type: none"> • Incorrect curb or fast idle speed • Incorrect ignition timing • Improper feedback system operation • Improper fast idle cam adjustment • Faulty EGR valve operation • Faulty PCV valve air flow • Choke binding • Faulty TAC vacuum motor or valve • Air leak into manifold vacuum • Improper fuel level • Faulty distributor rotor or cap • Improperly seated valves • Incorrect ignition wiring • Faulty ignition coil • Restricted air vent or idle passages • Restricted air cleaner • Faulty choke vacuum diaphragm 	<ul style="list-style-type: none"> • Adjust curb or fast idle speed • Adjust timing to specification • Refer to Chapter 4 • Adjust fast idle cam • Test EGR system and replace as necessary • Test PCV valve and replace as necessary • Locate and eliminate binding condition • Repair as necessary • Inspect manifold vacuum connections and repair as necessary • Adjust fuel level • Replace rotor or cap • Test cylinder compression, repair as necessary • Inspect wiring and correct as necessary • Test coil and replace as necessary • Clean passages • Clean or replace air cleaner filter element • Repair as necessary
Faulty low-speed operation	<ul style="list-style-type: none"> • Restricted idle transfer slots • Restricted idle air vents and passages • Restricted air cleaner • Improper fuel level • Faulty spark plugs • Dirty, corroded, or loose ignition secondary circuit wire connections • Improper feedback system operation • Faulty ignition coil high voltage wire • Faulty distributor cap 	<ul style="list-style-type: none"> • Clean transfer slots • Clean air vents and passages • Clean or replace air cleaner filter element • Adjust fuel level • Clean or replace spark plugs • Clean or tighten secondary circuit wire connections • Refer to Chapter 4 • Replace ignition coil high voltage wire • Replace cap
Faulty acceleration	<ul style="list-style-type: none"> • Improper accelerator pump stroke • Incorrect ignition timing • Inoperative pump discharge check ball or needle • Worn or damaged pump diaphragm or piston • Leaking carburetor main body cover gasket • Engine cold and choke set too lean 	<ul style="list-style-type: none"> • Adjust accelerator pump stroke • Adjust timing • Clean or replace as necessary • Replace diaphragm or piston • Replace gasket • Adjust choke cover

Basic Diesel Engine Troubleshooting

Rachel Sandford



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Table of Contents Basic Diesel Engine Troubleshooting

1. Understanding the eBook Basic Diesel Engine Troubleshooting
 - The Rise of Digital Reading Basic Diesel Engine Troubleshooting
 - Advantages of eBooks Over Traditional Books
2. Identifying Basic Diesel Engine Troubleshooting
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Basic Diesel Engine Troubleshooting
 - User-Friendly Interface
4. Exploring eBook Recommendations from Basic Diesel Engine Troubleshooting
 - Personalized Recommendations

- Basic Diesel Engine Troubleshooting User Reviews and Ratings
- Basic Diesel Engine Troubleshooting and Bestseller Lists
- 5. Accessing Basic Diesel Engine Troubleshooting Free and Paid eBooks
 - Basic Diesel Engine Troubleshooting Public Domain eBooks
 - Basic Diesel Engine Troubleshooting eBook Subscription Services
 - Basic Diesel Engine Troubleshooting Budget-Friendly Options
- 6. Navigating Basic Diesel Engine Troubleshooting eBook Formats
 - ePub, PDF, MOBI, and More
 - Basic Diesel Engine Troubleshooting Compatibility with Devices
 - Basic Diesel Engine Troubleshooting Enhanced eBook Features
- 7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Basic Diesel Engine Troubleshooting
 - Highlighting and Note-Taking Basic Diesel Engine Troubleshooting
 - Interactive Elements Basic Diesel Engine Troubleshooting
- 8. Staying Engaged with Basic Diesel Engine Troubleshooting
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Basic Diesel Engine Troubleshooting
- 9. Balancing eBooks and Physical Books Basic Diesel Engine Troubleshooting
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Basic Diesel Engine Troubleshooting
- 10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
- 11. Cultivating a Reading Routine Basic Diesel Engine Troubleshooting
 - Setting Reading Goals Basic Diesel Engine Troubleshooting
 - Carving Out Dedicated Reading Time
- 12. Sourcing Reliable Information of Basic Diesel Engine Troubleshooting
 - Fact-Checking eBook Content of Basic Diesel Engine Troubleshooting

- Distinguishing Credible Sources
- 13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development
 - Exploring Educational eBooks
- 14. Embracing eBook Trends
 - Integration of Multimedia Elements
 - Interactive and Gamified eBooks

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