

Vehicles of Victory

Dedicated to WWII Era Chevrolet & GMC Trucks

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Engine Problems?

Tech Tip # 1- Vacuum leaks:

The early Chevy 235 was notorious for vacuum leaks. If you have a problem idling which improves with more choke, you may have a vacuum leak. First, see if you can isolate the leak. With the engine warm and idling, begin disconnect vacuum lines and plugging the line vacuum port at the manifold. This would include the vacuum wipers, hydrovac, and crankcase breather. If the engine improves with plugging, you found the culprit. If none make a difference, it is at the carburetor or intake manifold gasket. The design of the original manifold lent itself to creating small leaks and can be a troublesome nuisance

Engine Misses at one Cylinder

Due to Ignition Wiring:

1. Loose or corroded high tension terminal or cable socket.
2. Cracked, oil soaked, wet, chafed or worn high tension cable insulation.
3. High tension cable not connected.
4. Broken wire inside of cable.
5. Stray cable strand shorting spark plug.

Due to Spark Plug:

1. Spark plug operating too cold, causing fouling.
2. Spark plug operating too hot, causing pre-ignition.
3. Fouled plug due to blow by.
4. Fouled plug due to its being loose or ineffective plug gasket
5. Spark plug gap too wide.
6. Spark plug gap too narrow.
7. Insulator loose in shell or insulator coated with carbon, oil or water.
8. Insulator cracked, glaze-scratched or melted, allowing carbon deposit etc., to provide path for current.
9. Spark plug gap filled with oil, water or fuel.
10. Spark plug threads dirty.

Due to Valve System:

1. Valve leaks due to faulty seating.

2. Warped valve face.
3. Shoulder on valve face.
4. Valve sticking.
5. Valve burned.
6. Carbon on valve seat.
7. Valve pitted.
8. Cracked valve seat.
9. Gum on valve stem.
10. Broken valve spring.
11. Bent valve stem.
12. Valve stem too tight in guide.
13. No or incorrect tappet clearance.
14. Sticking rocker arm.
15. Broken mushroom on lifter assembly.

Due to other Conditions:

1. Cracked cylinder head.
2. Broken cylinder head gasket.
3. Distributor cap dirty, loose or badly burned.
4. Air leak around intake valve stem due to excessive stem-to-guide clearance.
5. Loss of engine compression in cylinder.
6. Slight water leak in cylinder or combustion chamber.
7. Ignition points too close with low lobe on cam and worn distributor shaft or loose bushing

Engine Misfires/Skips at Idle**Due to Ignition:**

1. Loose or corroded connections or terminals at the ammeter, ignition switch, coil or distributor.
2. Slight short in primary circuit wiring.
3. Poor low tension wire ground connection.
4. Loose, corroded or burned ignition switch contacts.
5. Loose or corroded high tension terminals or cable sockets.
6. Cracked, oil soaked, wet, chafed or worn high tension cable insulation.
7. Poor ground between coil and its mounting.
8. Poor ground between distributor and engine.
9. Breaker point gap incorrect.
10. Breaker points not synchronized properly.
11. Breaker points dirty, cracked pitted or burned.
12. Breaker arm spring weak or broken.
13. Breaker arm sticking.
14. Breaker arm insulating bushing worn.
15. Breaker arm plate loose or not properly grounded.
17. Loose breaker plate terminal posts.
18. Breaker plate pigtail leads loose or broken.
19. Breaker cam with low lobe.
20. Breaker cam loose due to burrs on cam locking screw taper.
21. Incorrect ignition timing.
22. Distributor cap cracked, wet or dirty.
23. Distributor cap inserts bent, loose or badly burned.

24. Distributor shaft bent or worn.
25. Distributor shaft bushing or bearing loose or worn.
26. Weak condenser.
27. Defective coil.
28. Cracked, wet or dirty coil tower.
29. Defective spark plug or coil radio suppressor.
30. Defective spark plugs.
31. Spark plugs not gapped properly.
32. Weak battery.
33. Ruptured automatic advance diaphragm.

Due to Fuel System:

1. Float level too high or too low.
2. Idle adjusting screws (dual carburetors) not properly balanced.
3. Throttle valves (dual carburetors) not properly synchronized.
4. Restricted or partially clogged idle air passage.
5. Restricted or partially clogged idle jet or passage.
6. Air leaking around throttle shaft.
7. Air leaking around idle tube.
8. Loose manifold connections.
9. Air leak in vacuum lines.
10. Loose manifold nuts.
11. Broken or damaged carburetor or intake manifold gaskets.
12. Cracked intake manifold.

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