

c. Regulator.

- (1) Generator regulator will be securely mounted and adequately grounded.
- (2) Voltage and amperage will be checked with a low voltage circuit tester and adjusted if necessary.
- (3) Wiring will not be frayed and connections will be tight. Wire may be repaired if joints are soldered and taped.

d. Distributor and Coil.

- (1) Points will be checked and adjusted as necessary. Pitted or badly oxidized points will be replaced.
- (2) Condensers will be tested and replaced as necessary.
- (3) Vacuum spark control units will be operative.
- (4) High tension wires, distributor cap and rotor will not be cracked or leak high tension current.
- (5) Spark plugs will be cleaned and regapped or replaced as required. (If engine performance warrants plug removal).
- (6) Coil will produce adequate current for all operating conditions.
- (7) Ignition timing will be in accordance with manufacturer's recommendations relative to idle speed and blocking vacuum spark control unit.
- (8) Ignition switches may be replaced, when required, with commercial types, (key or push and pull or toggle switch).

e. Horn and Lights.

- (1) Horn will give an adequate signal to serve its intended purpose.