

1. The first step in the diagnosis is to check the battery voltage. A fully charged battery should read 12.6 to 12.8 volts. If the voltage is low, it may be due to a discharged battery or a faulty alternator.

If the battery is fully charged, the next step is to check the alternator output. The alternator should produce 14 to 14.5 volts when the engine is running. If the output is low, it may be due to a faulty alternator or a loose belt.

The next step is to check the electrical system for any shorts or grounds. A short circuit can cause a blown fuse or a tripped circuit breaker. A ground fault can cause a dimming of the lights or a loss of power to the accessories.

If the electrical system is functioning properly, the next step is to check the ignition system. The spark plugs should be replaced every 30,000 miles. The distributor cap and rotor should be checked for wear and tear.

The final step in the diagnosis is to check the timing. The timing should be set to the specifications listed in the service manual. If the timing is off, it can cause a loss of power and a rough idle.

2. The first step in the diagnosis is to check the oil level. The oil should be checked every 3,000 miles. If the oil level is low, it may be due to a leak or a faulty oil pump.

If the oil level is low, the next step is to check for leaks. A common leak is from the oil pan. Other common leaks are from the oil filter and the oil pressure sensor.

The next step is to check the oil pressure. The oil pressure should be 20 to 30 psi at 2,000 rpm. If the pressure is low, it may be due to a faulty oil pump or a worn engine.

If the oil pressure is low, the next step is to check the oil pump. The oil pump should be replaced every 60,000 miles. If the oil pump is faulty, it may not be able to pump the oil properly.

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If the timing is off, the next step is to check the distributor. The distributor cap and rotor should be checked for wear and tear. The distributor should be replaced every 60,000 miles.

The next step is to check the valves. The valves should be adjusted every 30,000 miles. If the valves are out of adjustment, it can cause a loss of power and a rough idle.

If the valves are out of adjustment, the next step is to check the valve train. The valve train should be inspected for wear and tear. The valve train should be replaced every 60,000 miles.

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The next step is to check the valves. The valves should be adjusted every 30,000 miles. If the valves are out of adjustment, it can cause a loss of power and a rough idle.

If the valves are out of adjustment, the next step is to check the valve train. The valve train should be inspected for wear and tear.

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If the valves are out of adjustment, the next step is to check the valve train. The valve train should be inspected for wear and tear. The valve train should be replaced every 60,000 miles.

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