

12 volts DC is applied to the + side of the coil with key in RUN position.

The points make and break, completing the primary coil circuit to ground.

The condenser is a 'points saver' component and is not required for operation, when functioning properly the condenser is a good thing, when it goes bad (short) it is a bad thing.

The coil is wired internally like the picture below , notice the negative terminal of the coil is common to both primary and secondary windings of the coil.

Test the coil.

Use this method as a gross indicator only, readings are a coarse measure and will reveal only a catastrophic short or open in the coil. Between + & - terminals no more than 3 ohms, Between - & spark tower at least 5000 no more than 12000 ohms.

Test the coil function.

Disconnect the 12 volt (+) , points and condenser (-) leads.

Use a small jumper wire to apply 12 volts directly to the + side of coil.

Connect a wire to the – side of coil, while watching for spark in your spark tester or at the spark plug, momentarily tap the - wire to ground and watch for spark.

Now introduce one original component at a time, ignition switch, wiring harness, points then condenser. Look for corrosion at the switch terminals, in the coil spark tower, don't overlook broken wires and terminals or a bad spark plug or spark plug wire.

These are simple circuits to troubleshoot, if you take your time and look after the basics.

