



STEADY READING BETWEEN 15 AND 22 IN.-HG WITH THE ENGINE WARMED UP AND IDLING IS NORMAL (LEFT, TOP). SNAP THE THROTTLE PLATE OPEN AND CLOSED SUDDENLY. THE NEEDLE SHOULD DROP TO 5 IN.-HG OR LOWER BEFORE STABILIZING AT THE NORMAL READING BETWEEN 15 AND 22 IN.-HG (LEFT, BOTTOM).



READING DRIFTS BACK AND FORTH OVER A RANGE OF 4 TO 5 IN.-HG WITHIN THE NORMAL RANGE TO INDICATE INCORRECT CARBURETOR ADJUSTMENT.



RAPID NEEDLE VIBRATION BETWEEN 14 AND 19 IN.-HG INDICATES THAT WORN VALVE GUIDES ARE LETTING INTAKE VALVES CHATTER AS THEY SEAT.



LOW READING THAT HOLDS STEADY AROUND 5 IN.-HG INDICATES A VACUUM LEAK AT INTAKE MANIFOLD OR CARBURETOR GASKETS, OR A DISCONNECTED OR LEAKING VACUUM HOSE.



NEEDLE FLOATS OVER A RANGE OF ABOUT 14 TO 16 IN.-HG. SUGGESTS THAT SPARK PLUGS MAY BE GAPPED TOO CLOSE AFTER INCORRECT SERVICING. ADJUST GAP.



LOW READING THAT HOLDS STEADY BETWEEN 8 AND 14 IN.-HG SUGGESTS THAT IGNITION TIMING IS OFF OR THAT PISTON RINGS ARE LEAKING. CHECK TIMING AND COMPRESSION.



NEEDLE THAT SWINGS ERRATICALLY BETWEEN ABOUT 10 AND 20 IN.-HG WHEN THE ENGINE IS ACCELERATED SMOOTHLY MAY INDICATE WEAK VALVE SPRINGS.



FLUCTUATING READING THAT PERIODICALLY DROPS 2 TO 6 IN.-HG BELOW NORMAL INDICATES WORN POINTS OR LOW COMPRESSION.



STEADY HIGH READING THAT HOLDS ABOVE 21 IN.-HG INDICATES RESTRICTED AIR INTAKE. CHECK FOR CLOGGED AIR FILTER OR A STUCK CHOKE.



REGULAR FLUCTUATION BETWEEN A LOW READING OF ABOUT 5 IN.-HG AND A SLIGHTLY LOWER-THAN-NORMAL READING MEANS THE HEAD GASKET IS LEAKING.



NEEDLE DROPS TO NEAR ZERO WHEN THE ENGINE IS ACCELERATED, THEN CLIMBS BACK ALMOST TO NORMAL LEVEL. EXHAUST SYSTEM MAY BE BLOCKED OR KINKED.