FAULT DIAGNOSIS

Fault	*Possible Cause*	*Rectification*
ENGINE WILL NOT START	(a) Weak battery.	(a) Test the battery specific gravity and recharge or replace as necessary.
	(b) Corroded or loose battery connections.	(b) Clean and tighten the battery connections. Apply a coat of petroleum to the terminals.
	(c) Faulty coil or Control Unit.	(c) Test and replace if necessary.
	(d) Faulty pickup coil.	(d) Test and replace if necessary.
	(e) Moisture on ignition wires and distributor cap.	(e) Wipe wires and cap clean and dry.
	(f) Incorrect spark plug gap.	(f) Set the gap.
	(g) Incorrect ignition timing.	(g) Refer to "Ignition Timing."
	(h) Faulty ignition cables.	(h) Replace any cracked or shorted cables.
	(i) Dirt or water in fuel line or carburettor.	(i) Clean the lines and carburettor.
	(j) Carburettor flooded.	(j) Adjust the float level—check seats.
	(k) Faulty fuel pump.	(k) Install a new fuel pump.
	(l) Carburettor percolating. No fuel in carburettor.	(l) Measure the float level. Adjust the bowl vent. Inspect the operation of the manifold control valve.
	(m) Faulty starting motor.	(m) Refer to "Starting Motor".
ENGINE STALLS	(a) Idle speed set too low.	(a) Adjust carburettor.
	(b) Idle mixture too lean or too rich.	(b) Adjust carburettor.
	(c) Incorrect carburettor float setting.	(c) Adjust float setting.
	(d) Incorrect choke adjustment.	(d) Adjust choke.
	(e) Leak in intake manifold.	(e) Inspect intake manifold and gasket. Replace as necessary.
	(f) Worn or burnt distributor rotor.	(f) Install a new rotor.
	(g) Incorrect ignition wiring.	(g) Install the correct wiring.
	(h) Faulty coil.	(h) Test and replace if necessary.
ENGINE LOSS OF POWER	(a) Incorrect ignition timing.	(a) Refer to "Ignition Timing".
	(b) Worn or burned distributor rotor.	(b) Install a new rotor.
	(c) Leaking vacuum diaphragm.	(c) Install a new vacuum advance unit.
	(d) Worn distributor shaft.	(d) Remove and repair distributor.
	(e) Dirty or incorrectly gapped spark plugs.	(e) Clean plugs and set gap.
	(f) Dirt or water in fuel line or carburettor.	(f) Clean lines and carburettor.
	(g) Incorrect carburettor float setting.	(g) Adjust float level.
	(h) Faulty fuel pump.	(h) Install a new pump.
	(i) Incorrect valve timing.	(i) Refer to "Checking Valve Timing".
	(j) Blown cylinder head gasket.	(j) Install a new head gasket.
	(k) Low compression.	(k) Test the compression of each cylinder.
	(l) Burned, warped, pitted valves.	(l) Install new valves.
	(m) Plugged or restricted exhaust system.	(m) Install new parts as necessary.
	(n) Faulty ignition cables.	(n) Replace any cracked or shorted cables.
	(o) Faulty coil.	(o) Test and replace as necessary.

DESCRIPTION AND MODIFICATIONS

This may seem a little out of place but I have heard about problems with people stealing work and selling it - for example on eBay.

If you're reading this and you bought this manual anywhere then you have been ripped off.

Please contact me via my email mikejamson@hotmail.com Otherwise I can be found on the dodge50 facebook page, if not then get in contact with Greg and he can pass the message on to me.

I have note done this pdf manual for my own personal gain and wish to see the community of 50 series owners benefit from the information here, and I do not want to see the community get taken advantage of and somebody else gain from it unfairly.

The information in pdf format will hopefully allow more of these wonderful trucks to stay on the road by providing information to everybody.

This has been quite a long and involved process to scan the manual and to convert it into a pdf format. I do aplogise as I have used several different scanners and several different computers to do it, so there are no doubt some errors hidden throughout, as well as some editing errors.

I have aimed to balance quality and file size and hope that this balance meets to everybody's approval.

If you see an error please let me know and I will fix it as soon as I can.

Fault Diagnosis

Fault	*Possible Cause*	*Rectification*
ENGINE MISSES ON ACCELERATION	(a) Dirty, or gap too wide in spark plugs. (b) Incorrect ignition timing. (c) Dirt in carburettor. (d) Acceleration pump in carburettor. (e) Burned, warped or pitted valves. (f) Faulty coil.	(a) Clean the spark plugs and set gap. (b) Refer to "Ignition Timing". (c) Clean the carburettor. (d) Install a new pump. (e) Install new valves. (f) Test and replace if necessary.
NOISY VALVES	(a) High or low oil level in crankcase. (b) Low oil pressure. (c) Bent push rods. (d) Worn rocker arms. (e) Worn tappets. (f) Worn valve guides. (g) Excessive run-out of valve seats or valve faces. (h) Incorrect tappet gap.	(a) Check for correct oil level. (b) Check the engine oil level. (c) Install new push rods. (d) Inspect the oil supply to rockers. (e) Install new tappets. (f) Ream and install new valves. (g) Grind the valve seats and valves. (h) Adjust.
CONNECTING ROD NOISE	(a) Insufficient oil supply. (b) Low oil pressure. (c) Thin or diluted oil. (d) Excessive bearing clearance. (e) Connecting rod journals out-of-round. (f) Misaligned connecting rods.	(a) Check engine oil level. (b) Check the engine oil level. (c) Change oil to correct viscosity. (d) Measure the bearings for correct clearances or failures. (e) Remove the crankshaft and regrind journals. (f) Remove the bent connecting rods.
MAIN BEARING NOISE	(a) Insufficient oil supply. (b) Low oil pressure. (c) Thin or diluted oil. (d) Excessive bearing clearance. (e) Excessive end play. (f) Crankshaft journals out-of-round or worn. (g) Loose flywheel.	(a) Check the engine oil level. (b) Check the engine oil level. Inspect the oil pump relief valve, damper and spring. (c) Change the oil to correct viscosity. (d) Check the bearings for correct clearances or failures. (e) Check No. 3 main bearing for wear on flanges. (f) Remove the crankshaft and regrind journals. (g) Tighten to the correct torque.
OIL PUMPING AT RINGS	(a) Worn, scuffed, or broken rings. (b) Carbon in oil ring slots. (c) Rings fitted too tight in grooves.	(a) Hone cylinder bores and install new rings. (b) Install new rings. (c) Remove the rings. Check the grooves. If groove is not proper width, replace the pistons.
OIL PRESSURE DROP	(a) Low oil level. (b) Faulty oil pressure sending unit. (c) Thin or diluted oil. (d) Oil pump relief valve stuck. (e) Oil pump suction tube loose, bent or cracked. (f) Clogged oil filter. (g) Excessive bearing clearance.	(a) Check the engine oil level. (b) Install a new sending unit. (c) Change the oil to correct viscosity. (d) Remove the valve and inspect. (e) Remove the oil pan and install a new tube if necessary. (f) Install a new oil filter. (g) Check the bearings.
ENGINE MISSES AT HIGH SPEED	(a) Dirt or water in fuel line or carburettor. (b) Dirty jets in carburettor. (c) Dirty or gap too wide in spark plugs. (d) Worn distributor shaft. (e) Worn or burned distributor rotor. (f) Faulty coil. (g) Incorrect ignition timing.	(a) Clean the lines and the carburettor. (b) Clean the jets. (c) Clean the spark plugs and set gap. (d) Remove and repair the distributor. (e) Install a new rotor. (f) Test and replace as necessary. (g) Refer to "Ignition Timing".