

## Engine Troubleshooting

Seizure	Excessive oil consumption	Rising Oil Level	Low Oil Pressure	High Exhaust back pressure	Loss of Power	Overheating	Poor Idle	Hunting	Misfiring	White smoke	Blue smoke	Black Smoke	Knocks	Low Cranking Speed	Lack of Fuel	Low Compression	Poor Starting	
					●										●		●	Throttle close / Fuel Shut off solenoid fail
					●										●		●	Lift Pump Diaphragm hole
					●		●		●						●		●	Plugged Fuel Filters
					●		●		●	●			●		●		●	Air in Fuel Lines
					●		●		●	●		●	●				●	Dirty Fuel
					●		●		●			●	●				●	Defective injectors / poor quality fuel
					●		●		●						●		●	Injection pump leaking by
					●	●	●		●			●	●				●	Inject timing advanced or delayed
					●	●						●						Too much fuel injected
	●				●		●		●	●	●					●	●	Piston blow-by
					●		●		●	●						●	●	Dry cylinder walls
					●	●	●		●	●						●	●	Valve blow-by
					●		●		●		●							Worn valve stems
					●		●		●	●						●	●	Decompressor levers on / Valve clearance
					●				●	●							●	Pre-Heat device inoperative
					●				●		●						●	Plugged Air Filters
●			●		●												●	Pugged exhaust/turbcharger/kink in
●	●		●											●				Oil Level low
●		●	●															Wrong viscosity oil
			●															Diesel dilution of oil
			●															Dirt in oil pressure relief valve/ defective
							●	●										Governor sticking / loose linkage
							●											Governor idle spring too slack
●						●												Defective water pump/ defective water valve
●						●												Closed Sea cock / pugged raw-water filter
●		●				●			●	●						●	●	Blown Head gasket / cracked head / water
●						●												uneven load on cylinders
					●											●	●	Worn bearing
						●											●	Seized piston
			●		●										●		●	Auxiliary equipment engaged
					●										●		●	Battery low/loose connections
●					●	●								●				Engine overload / rope on propellor