

**DIAGNOSIS AND TESTING (Continued)**

CONDITION	POSSIBLE CAUSES	CORRECTION
OIL LEAKS	<ol style="list-style-type: none"> <li>1. Misaligned or deteriorated gaskets.</li> <li>2. Loose fastener, broken or porous metal part.</li> <li>3. Misaligned or deteriorated cup or threaded plug.</li> </ol>	<ol style="list-style-type: none"> <li>1. Replace gasket(s).</li> <li>2. Tighten, repair or replace the part.</li> <li>3. Replace as necessary.</li> </ol>
OIL CONSUMPTION OR SPARK PLUGS FOULED	<ol style="list-style-type: none"> <li>1. PCV system malfunction.</li> <li>2. Worn, scuffed or broken rings.</li> <li>3. Carbon in oil ring slots.</li> <li>4. Rings fitted too tightly in grooves.</li> <li>5. Worn valve guides.</li> <li>6. Valve stem seal unseated or faulty.</li> </ol>	<ol style="list-style-type: none"> <li>1. Check system and repair as necessary. Refer to Group 25, Emission Control Systems.</li> <li>2. Hone cyinder bores. Install new rings.</li> <li>3. Install new rings.</li> <li>4. Remove rings and check grooves. If groove is not proper width, replace piston.</li> <li>5. Ream guides and replace valves with oversize valves and seals.</li> <li>6. Repair or replace seal.</li> </ol>