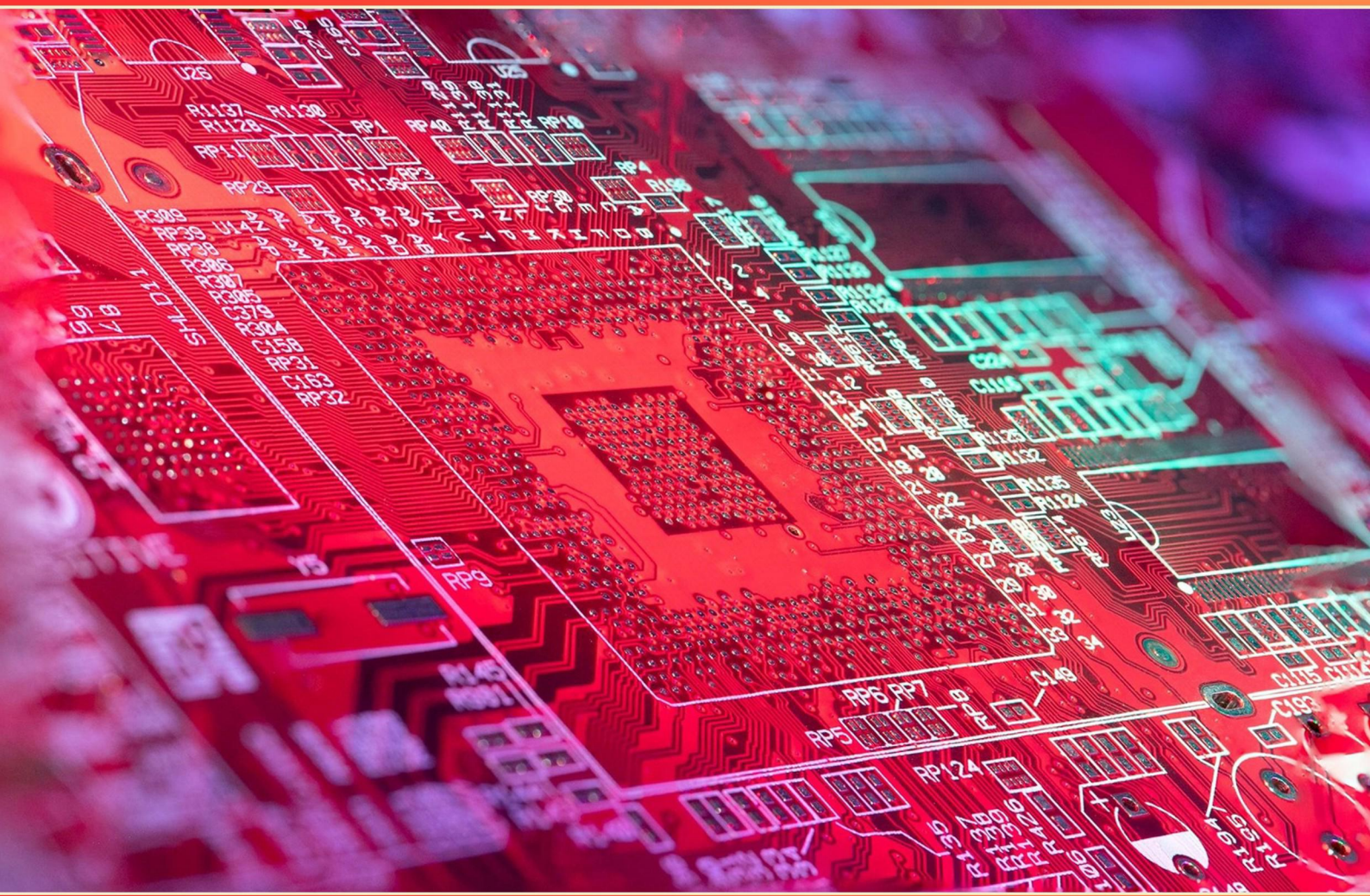
BREAKER POINT DIAGNOSTICS PRACTICE TEST (SAMPLE)

STUDY GUIDE



SAMPLE STUDY GUIDE WITH LIMITED QUESTIONS

VISIT US ONLINE FOR THE FULL VERSION STUDY GUIDE

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

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How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

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Questions

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1. Where is the breaker points assembly located in a traditional distributor?

A. Behind the engine block

B. In the fuel rail

C. Inside the alternator

D. Under the distributor cap and rotor

2. Dwell angle specifications may vary between engines; which action should you take?

A. Use ballast resistor value

B. Verify manufacturer's dwell specifications

C. Set to 30 degrees regardless

D. Ignore dwell specs

3. Which tool is used to diagnose faults in the vehicle among the following?

A. The exhaust gas analyzer

B. The digital multimeter

C. The compression tester

D. The infrared thermometer

4. What unit is used to express dwell in the oscilloscope pattern?

A. Degrees of camshaft rotation

B. Seconds of time

C. Radians of crankshaft rotation

D. Percent duty cycle

5. If the ignition wiring resistance is higher than expected, what does it indicate?

A. Faulty ignition wires.

B. Normal reading

C. Grounding problem

D. Faulty ballast resistor

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6. Where should the primary lead be placed when connecting the oscilloscope to the ignition system?

A. On the coil positive terminal

B. On the distributor cap

C. On the battery negative terminal

D. On the coil negative terminal

7. Which term describes Intermediate Oscillations?

A. Dwell

B. Spark Line

C. Intermediate Oscillations

D. Firing Line

8. Oil around windings on some ignition coils can indicate which condition?

A. Oil around windings indicates a crack in the housing

B. Oil around windings is normal and requires no action

C. Fluid loss from the coil housing

D. External rust on coil mount

9. To verify breaker point continuity with a DMM, which two points are connected for the test?

A. Black lead on 9, Red lead on 10.

B. Black lead on 7, Red lead on 8.

C. Black lead on 3, Red lead on 4.

D. Black lead on 10, Red lead on 9.

10. If dwell is out of specification, what should you do first?

A. Increase the idle speed

B. Loosen the breaker point assembly adjustment screw, reposition, and then tighten the adjustment screw

C. Replace the breaker points

D. Ignore and continue

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Answers

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1. D
2. B
3. B
4. A
5. A
6. D
7. C
8. C
9. A
10. B

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Explanations

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1. Where is the breaker points assembly located in a traditional distributor?

A. Behind the engine block

B. In the fuel rail

C. Inside the alternator

D. Under the distributor cap and rotor

Breaker points are part of the traditional distributor's internal mechanism. They sit inside the distributor housing and are actuated by a cam on the distributor shaft. The distributor cap and rotor sit on top of that housing, so the points are effectively beneath the cap and rotor. This arrangement is what lets the points open and close to control current to the coil and create the spark at the right time. That's why the correct location is under the distributor cap and rotor. The other options refer to parts of the fuel system, the engine block, or the alternator, none of which house the breaker points.

2. Dwell angle specifications may vary between engines; which action should you take?

A. Use ballast resistor value

B. Verify manufacturer's dwell specifications

C. Set to 30 degrees regardless

D. Ignore dwell specs

Dwell angle is the portion of each engine cycle during which the ignition coil is charging, measured in degrees of crankshaft rotation. Because engines vary in ignition components, coil resistance, spark plug gaps, and operating RPM ranges, the ideal dwell angle differs from one engine to another. The best course is to look up and follow the manufacturer's dwell specifications for the exact engine you're working on. Following those specs ensures the coil has enough charging time for a strong spark without overheating or causing misfires. Using a fixed value like 30 degrees or ignoring dwell specs can lead to weak ignition or coil damage, so always verify the manufacturer's guidance.

3. Which tool is used to diagnose faults in the vehicle among the following?

A. The exhaust gas analyzer

B. The digital multimeter

C. The compression tester

D. The infrared thermometer

Diagnosing electrical faults in a vehicle requires a tool that can measure electrical parameters such as voltage, current, and resistance, so you can verify circuits, battery health, sensor signals, and grounding. A digital multimeter does exactly that: it reads voltage at connectors and fuses, checks continuity, measures resistance, and can test battery and alternator output. This versatility makes it the best choice for diagnosing electrical problems and tracing faulty wiring or faulty sensors. The exhaust gas analyzer is aimed at emissions and air-fuel balance, which helps diagnose engine performance in terms of combustion and exhaust, not electrical issues. A compression tester evaluates mechanical health by checking how well each cylinder holds pressure, revealing wear or sealing problems rather than electrical faults. An infrared thermometer measures surface temperature to spot overheating but doesn't provide the electrical measurements needed to diagnose circuit or sensor faults. For identifying and diagnosing faults in the vehicle's electrical system, the digital multimeter is the most appropriate tool.

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4. What unit is used to express dwell in the oscilloscope pattern?

A. Degrees of camshaft rotation

B. Seconds of time

C. Radians of crankshaft rotation

D. Percent duty cycle

Dwell is the portion of the engine cycle when the ignition points are closed, and that interval is set by the distributor cam on the camshaft. Since the cam turns and opens/closes the points by a specific angular travel, the width of the closed period is naturally expressed as degrees of camshaft rotation. On an oscilloscope trace, the dwell shows up as the width of the pulse, which corresponds to how many camshaft degrees the points stay closed. Using camshaft degrees keeps the measure tied directly to the mechanical angle that drives the points, rather than converting to time or other angles.

5. If the ignition wiring resistance is higher than expected, what does it indicate?

A. Faulty ignition wires.

B. Normal reading

C. Grounding problem

D. Faulty ballast resistor

When the ignition wiring resistance is higher than it should be, it means the path that carries current to the coil isn't as conductive as it needs to be. Wires can wear out, insulation can crack, moisture or corrosion can get into connectors, and all of these factors raise resistance. With higher resistance, less current reaches the ignition coil, so the spark can be weaker or fail to occur. This points to the ignition wires themselves as the fault. Normal readings would indicate good wires; a grounding problem would show up as a different fault path, and a faulty ballast resistor affects the supply circuit rather than the wiring path directly. So the elevated resistance identifies degraded ignition wires.

6. Where should the primary lead be placed when connecting the oscilloscope to the ignition system?

A. On the coil positive terminal

B. On the distributor cap

C. On the battery negative terminal

D. On the coil negative terminal

Measuring the ignition primary waveform at the switching node where the primary current is interrupted gives the clearest view of how the system is firing. In a traditional ignition setup, the coil's primary is fed from battery positive and the other end is switched to ground by the points (or a transistor). The voltage at that switching node—the coil's negative terminal—captures the actual on/off pulses of the primary current. Connecting the oscilloscope ground to the battery negative provides a common reference, and the probe tip on the coil's negative terminal lets you see the dwell period (current building) and the rapid change when the points open, which is what drives the spark. If you put the probe on the coil positive terminal, you'd mainly see a steady 12V with little of the switching detail. The distributor cap sits on the high-voltage side and won't reflect the primary current waveform. Using battery negative alone won't give you the switching signal you need without connecting to the coil's switching node.

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7. Which term describes Intermediate Oscillations?

A. Dwell

B. Spark Line

C. Intermediate Oscillations

D. Firing Line

Intermediate Oscillations describe the mid-cycle fluctuations that appear in the ignition waveform between the closed-points period and the actual spark event. When the breaker points open and the coil's energy transfers, the circuit often rings briefly due to inductance and any parasitic capacitance. Those small, decaying oscillations are the intermediate oscillations. Understanding this helps you interpret the waveform: you're looking at the mid-cycle behavior, not the flat dwell period where the points are closed, nor the moment of spark itself. The other terms refer to those other parts of the cycle—the dwell is the closed-point time, the firing line marks the spark event, and the spark line shows the spark duration—so the name that matches the mid-cycle ringing is the correct descriptor for these oscillations.

8. Oil around windings on some ignition coils can indicate which condition?

A. Oil around windings indicates a crack in the housing

B. Oil around windings is normal and requires no action

C. Fluid loss from the coil housing

D. External rust on coil mount

Oil-filled ignition coils use the oil to insulate and cool the windings. When you see oil around the windings, it means the coil housing is leaking and fluid is escaping. This fluid loss compromises insulation and cooling, increasing the risk of overheating and coil failure. The leak can come from a bad seal or a crack in the housing, but the observable condition is the leakage itself, which is a fault requiring action. It's not normal, and external rust on the mount isn't related to this symptom.

9. To verify breaker point continuity with a DMM, which two points are connected for the test?

A. Black lead on 9, Red lead on 10.

B. Black lead on 7, Red lead on 8.

C. Black lead on 3, Red lead on 4.

D. Black lead on 10, Red lead on 9.

Testing breaker point continuity focuses on the two contact surfaces that actually touch when the points close. The correct approach is to place one multimeter lead on the fixed contact terminal and the other on the moving contact terminal of the breaker point assembly. Those are the two points that form the electrical path when the points are closed, so you'll see near-zero resistance or a continuity beep when closed and no continuity when they're open. This check confirms the points make a solid contact and aren't worn or sticking. Remember to test with the ignition off and the circuit isolated, and understand that you're measuring across the contact surfaces—not across other components in the circuit.

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10. If dwell is out of specification, what should you do first?

A. Increase the idle speed

B. Loosen the breaker point assembly adjustment screw, reposition, and then tighten the adjustment screw

C. Replace the breaker points

D. Ignore and continue

When dwell is out of specification, the first corrective step is to adjust the breaker point assembly by loosening the adjustment screw, repositioning the points to bring the dwell back into the correct range, and then tightening the screw to lock the position. This directly changes how long the points stay closed each cycle, which is what dwell measures. Dwell is the amount of crankshaft rotation during which the ignition points are closed. If the points aren't positioned correctly, or the gap is off, the contact time won't match the specification, causing ignition timing and performance issues. By adjusting the point assembly, you correct this timing window and then recheck the dwell to confirm it's within tolerance. Increasing idle speed doesn't fix dwell because dwell is an electrical/mechanical timing parameter tied to the distributor points, not engine speed. Replacing the breaker points may be necessary later if wear is evident after adjustment, but the proper first step is to adjust the position to restore the correct dwell. Ignoring the issue is not a solution.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

https://breakerpointdiagnostics.examzify.com

We wish you the very best on your exam journey. You've got this!

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