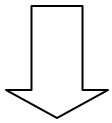
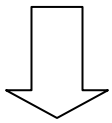
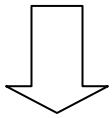
Ignition switch on, check + side of coil (side going to switch) It should have voltage anytime switch is on. If no voltage, work back toward switch and beyond it, to find why no voltage.



If voltage at + side of coil move to negative side. Engine stops most of time with points closed, which provides a ground for coil, so no voltage there would be normal. As engine is cranked over the voltage should be on when points open and off when points close so the light flashing or meter jumping would be normal.



If no voltage at - side of coil at anytime, disconnect wire from coil to distributor. If still no voltage at - side, replace coil. If voltage at - side when wire removed, check distributor for short, either points stuck, condenser shorted, or insulator or wires shorted.



If voltage at - side of coil all the time engine is cranking, most likely burned points, but could also be bad wire between distributor and coil, or bad connection. Could even be points out of adjustment. I have seen points that had rusted and the spring broken, causing an open, and contacts that have fallen off of points.