

## TROUBLESHOOTING

10. Remove oil level gauge and check oil level.

CORRECT

11. Remove valve hole cap and inspect lubrication.

VALVE TRAIN LUBRICATED PROPERLY

12. Check if engine overheats.

NORMAL

13. Accelerate or run at high speed.

ENGINE DOES NOT KNOCK

OIL LEVEL INCORRECT

- Oil level too high
- Oil level too low

VALVE TRAIN NOT LUBRICATED PROPERLY

- Clogged oil passage
- Clogged oil control orifice
- Contaminated oil
- Faulty oil pump

OVERHEATED

- Excessive carbon build-up in combustion chamber
- Improper quality fuel
- Clutch slipping
- Fuel air mixture too lean

ENGINE KNOCKS

- Worn piston and cylinder
- Fuel/air mixture too lean
- Use of improper grade of fuel
- Excessive carbon build-up in combustion chamber
- Ignition timing too advanced (Faulty CDI unit)

## POOR PERFORMANCE AT LOW AND IDLE SPEEDS

1. Check ignition timing and valve clearance.

CORRECT

2. Check carburetor pilot screw adjustment.

CORRECT

3. Check if air is leaking past manifold.

NOT LEAKING

4. Try spark test.

GOOD SPARK

INCORRECT

- Improper valve clearance
- Improper ignition timing (Faulty CDI unit or pulse generator)

INCORRECT

- Fuel-air mixture too lean (To correct, screw out)
- Fuel-air mixture too rich (To correct, screw in)

LEAKING

- Deteriorated insulator O-ring
- Loose carburetor

WEAK OR INTERMITTENT SPARK

- Faulty, carbon or wet fouled spark plug
- Faulty CDI unit
- Alternator faulty
- Faulty ignition coil
- Faulty pulse generator
- Loose or bare wires

### Probable Cause