

The items that are serviceable using this Manual are followed by the page number reference in parenthesis. The items that require use of the Honda Shop Manual are followed by an asterisk (*).

ENGINE DOES NOT START OR IS HARD TO START

CHECK

1. Check the fuel flow to carburetor

NOT REACHING CARBURETOR

POSSIBLE CAUSES

- No fuel in fuel tank
- Clogged fuel tube or fuel filter (P. 34)
- Sticking float valve*
- Clogged fuel fill cap breather tube

REACHING CARBURETOR

2. Try spark test*

WEAK OR NO SPARK

- Faulty spark plug (P. 55)
- Faulty ignition control module*
- Faulty exciter coil
- Faulty ignition coil
- Faulty engine stop button
- Loose or disconnected ignition system wires
- Faulty ignition pulse generator*

GOOD SPARK

3. Test cylinder* compression

LOW

- Valve stuck open
- Worn cylinder and piston ring*
- Leaking/damaged cylinder head gasket
- Improper valve timing*
- Seized valve

CORRECT

4. Start by following normal starting procedure

ENGINE STARTS BUT SOON STOPS

- Improper choke operation
- Pilot screw incorrectly adjusted*
- Insulator leaking
- Improper ignition timing (Faulty ignition coil or ignition pulse generator)*
- Fuel contaminated
- Improper hot start operation

ENGINE DOES NOT FIRE

5. Removed and inspect spark plug

WET PLUG

- Carburetor flooded
- Choke open
- Throttle valve open
- Air cleaner dirty

DRY

6. START WITH CHOKE ON

POOR PERFORMANCE AT LOW AND UNSTABLE IDLE SPEED

CHECK

1. Check if air cleaner is over-oiled (P. 43)

INCORRECT

POSSIBLE CAUSES

- Over-oiled air cleaner

CORRECT

2. Check if the insulator is leaking

LEAKING

- Loose insulator clamp
- Damaged insulator

NOT LEAKING

3. Check carburetor pilot screw adjustment (P. 127)

INCORRECT

- Fuel-air mixture too lean (Turn the pilot screw out) (P. 130)
- Fuel-air mixture too rich (Turn the pilot screw in) (P. 130)

CORRECT

4. Check carburetor jets and accelerator pump for clogs

CLOGGED

- Contaminants in the fuel
- Not cleaned frequently enough (P. 122)

NOT CLOGGED

5. Try spark test

WAKE OR INTERMITTENT SPARK

- Faulty, carbon or wet fouled spark plug (P. 55)
- Faulty ignition control module*
- Faulty alternator*
- Faulty ignition coil*
- Broken or shorted spark plug wire
- Faulty ignition pulse generator*

GOOD SPARK

6. Check the throttle position sensor*

INCORRECT

- Faulty throttle position sensor*

CORRECT

7. Test cylinder compression

LOW

- Ring worn
- Cylinder worn or damaged
- Piston worn or damaged
- Head gasket not sealing

CORRECT

POOR PERFORMANCE AT HIGH SPEED

CHECK

1. Disconnect fuel line at carburetor and check for clogging (P. 34)

FUEL FLOW RESTRICTED

POSSIBLE CAUSES

- Lack of fuel in tank (P. 34)
- Clogged fuel line (P. 34)
- Clogged fuel fill cap breather tube (P. 34)
- Clogged fuel valve (P. 34)
- Clogged fuel filter (P. 35)

UNRESTRICTED FUEL FLOW

2. Remove air cleaner (P. 43)

DIRTY

- Not cleaned frequently enough (P. 43)

AIR CLEANER NOT DIRTY

3. Install a larger carburetor main jet (P. 130)

CONDITION WORSE

- Jet size wrong, rejet in the opposite direction (P. 130)

CORRECT

4. Check carburetor jets for clogging

CLOGGED

- Contaminants in the fuel

NOT CLOGGED

5. Check valve timing

INCORRECT

- Cam sprocket not installed properly

CORRECT

6. Try spark test

WEAK OR INTERMITTENT SPARK

- Faulty, carbon or wet fouled spark plug (P. 55)
- Faulty ignition control module*
- Faulty alternator*
- Faulty ignition coil*
- Broken or shorted spark plug wire
- Faulty ignition pulse generator*

GOOD SPARK

7. Test cylinder compression

LOW

- Ring worn
- Cylinder worn or damaged
- Piston worn or damaged
- Head gasket not sealing

CORRECT