



CHECK	SYMPTOM	PROBABLE CAUSE
<p>9. Check oil level. Also check oil for contamination</p> <p style="text-align: center;">↓</p> <p>TRANSMISSION IS FILLED TO PROPER LEVEL</p> <p style="text-align: center;">↓</p> <p>10. Check if engine overheats</p> <p style="text-align: center;">↓</p> <p>ENGINE IS NOT OVERHEATED</p> <p style="text-align: center;">↓</p> <p>11. Accelerate or run at high speed</p> <p style="text-align: center;">↓</p> <p>ENGINE DOES NOT KNOCK</p>	<p>OIL LEVEL INCORRECT →</p> <p>ENGINE OVERHEATS →</p> <p>ENGINE KNOCKS →</p>	<p>(1) Oil level too high (2) Oil level too low (3) Contaminated oil</p> <p>(1) Excessive carbon build-up in combustion chamber (2) Use of improper quality fuel (3) Mixture too lean (4) Clutch slipping</p> <p>(1) Worn piston and cylinder (2) Fuel-air mixture too lean (3) Excessive carbon build-up in combustion chamber (4) Ignition timing too advanced (Faulty CDI unit)</p>

POOR PERFORMANCE AT LOW AND IDLE SPEEDS

CHECK	SYMPTOM	PROBABLE CAUSE
<p>1. Check ignition timing</p> <p style="text-align: center;">↓</p> <p>NORMAL</p> <p style="text-align: center;">↓</p> <p>2. Check carburetor air screw adjustment</p> <p style="text-align: center;">↓</p> <p>NORMAL</p> <p style="text-align: center;">↓</p> <p>3. Air is leaking past carburetor gasket</p> <p style="text-align: center;">↓</p> <p>NOT LEAKING</p> <p style="text-align: center;">↓</p> <p>4. Remove spark plug and try spark test</p> <p style="text-align: center;">↓</p> <p>GOOD SPARKS</p>	<p>INCORRECT →</p> <p>INCORRECT →</p> <p>LEAKING →</p> <p>WEAK OR INTERMITTENT SPARK →</p>	<p>(1) Faulty CDI unit (2) Faulty A C generator (3) Faulty pulse generator</p> <p>(1) Fuel-air mixture too lean (To correct, screw in) (2) Fuel-air mixture too rich (To correct, screw out)</p> <p>(1) Loose carburetor (2) Deteriorated carburetor gasket</p> <p>(1) Faulty, carbon or wet fouled spark plug (2) Faulty CDI unit (3) A C generator faulty (4) Faulty ignition coil</p>