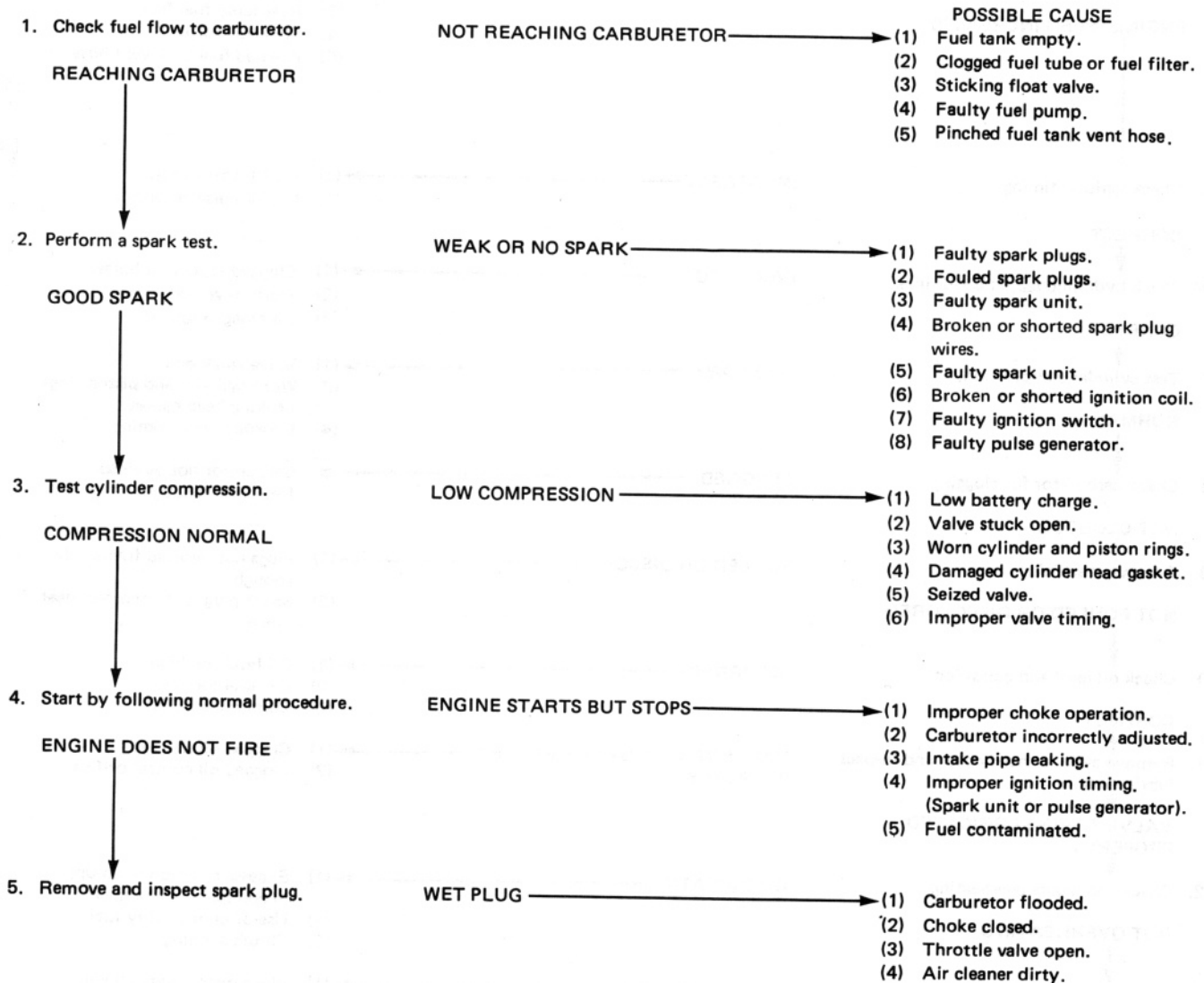


24. TROUBLESHOOTING

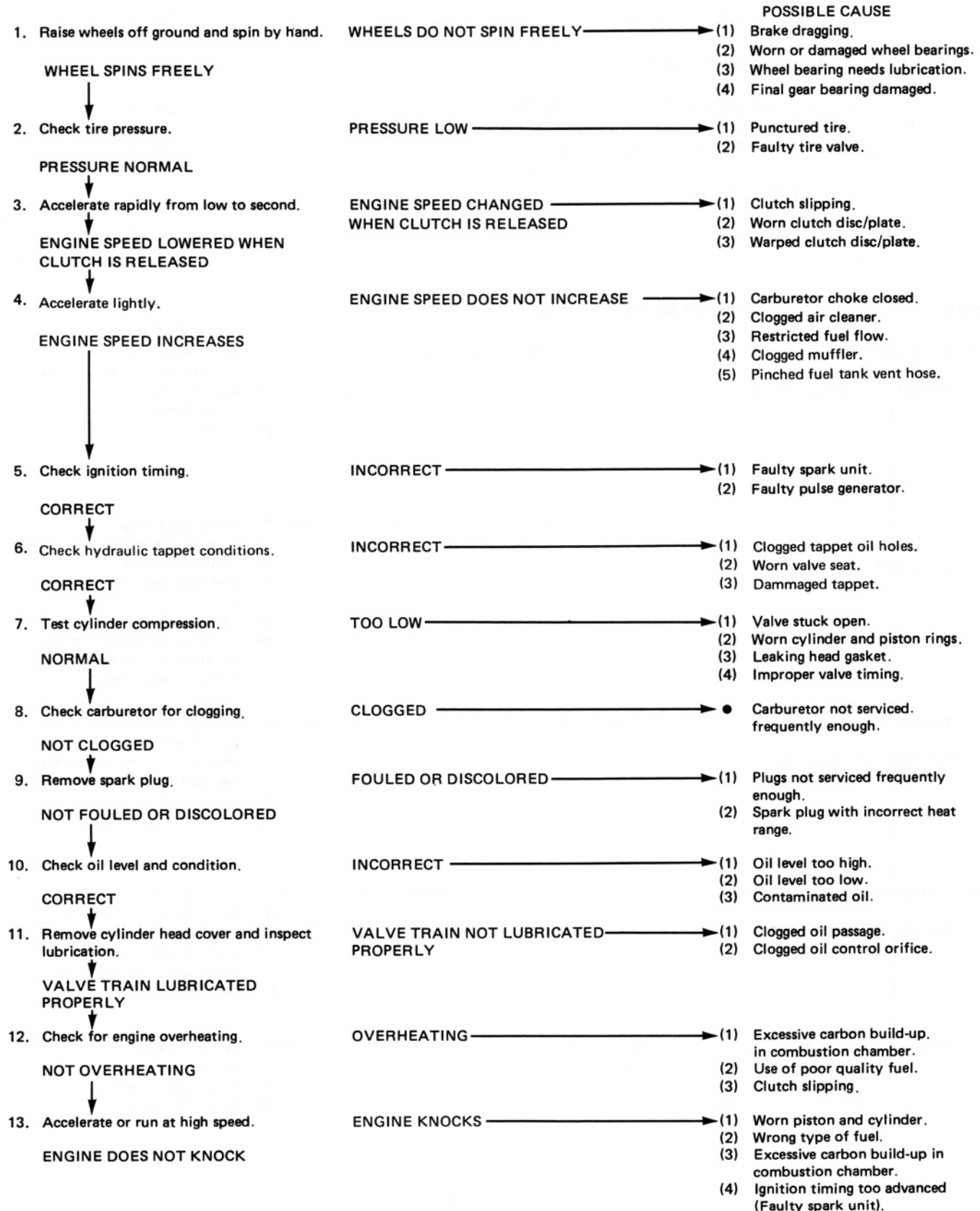
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ENGINE DOES NOT START OR IS HARD TO START



TROUBLESHOOTING

ENGINE LACKS POWER



POOR PERFORMANCE AT LOW AND IDLE SPEEDS

- | | | |
|--|------------------------------|--|
| 1. Check ignition timing and hydraulic tappet condition.
CORRECT
↓ | INCORRECT → | POSSIBLE CAUSE
(1) Tappet holes clogged.
(2) Tappet damaged.
(3) Improper ignition timing.
(Faulty spark unit). |
| 2. Check carburetor pilot screw adjustment.
CORRECT
↓ | INCORRECT → | See Fuel System Section. |
| 3. Check for leaking intake pipe.
NO LEAK
↓ | LEAKING → | (1) Deteriorated insulator O-ring.
(2) Loose carburetor. |
| 4. Perform spark test.
GOOD SPARK | WEAK OR INTERMITTENT SPARK → | (1) Faulty, carbon or wet fouled spark plug.
(2) Faulty spark unit.
(3) Faulty ignition coil. |

POOR PERFORMANCE AT HIGH SPEED

- | | | |
|--|------------------------|--|
| 1. Check ignition timing.
CORRECT
↓ | INCORRECT → | (1) Faulty spark unit.
(2) Faulty pulse generator. |
| 2. Disconnect fuel tube at carburetor.
FUEL FLOWS FREELY
↓ | FUEL FLOW RESTRICTED → | (1) Clogged fuel line.
(2) Clogged fuel tank breather hole.
(3) Clogged fuel valve.
(4) Faulty fuel pump. |
| 3. Remove carburetor and check for clogged jets.
NO CLOGGED JETS
↓ | CLOGGED → | Clean. |
| 4. Check valve timing.
CORRECT
↓ | INCORRECT → | Cam sprocket not installed properly. |
| 5. Check valve spring tension.
NOT WEAKENED | WEAK → | Faulty spring. |

POOR HANDLING → Check tire pressure

- | | |
|---|--|
| 1. If steering is heavy. → | (1) Steering stem adjustment nut too tight.
(2) Damaged steering head bearings. |
| 2. If either wheel is wobbling. → | (1) Excessive wheel bearing play.
(2) Bent rim.
(3) Improperly installed wheel hub.
(4) Swingarm pivot bearing excessively worn.
(5) Bent frame.
(6) Swingarm pivot adjusting bolt too tight. |
| 3. If the motorcycle pulls to one side. → | (1) Faulty shock absorber.
(2) Front and rear wheels not aligned.
(3) Bent front fork.
(4) Bent swingarm. |

TROUBLESHOOTING

HYDRAULIC TAPPET

NOISEY TAPPET

1. Check for low oil level.
Ride for five minutes with the engine speed over 3,000 rpm.
Check oil level and condition.

CORRECT

2. Check oil pressure.

NOT CLOGGED

3. Remove cylinder head cover and oil hole caps and check lubrication.

CORRECT

4. Remove hydraulic tappet and check.

CORRECT

INCORRECT

- (1) Contaminated oil.
- (2) Contaminated oil filter.

TOO LOW

- (1) Clogged oil passage.
- (2) Clogged oil control orifice.
- (3) Oil level too low.

NOT LUBRICATED PROPERLY

- (1) Clogged oil pipe.
- (2) Faulty O-ring.
- (3) Faulty oil hole cap.

INCORRECT

- (1) Plunger sticking.
- (2) Faulty tappet.
- (3) Faulty one way valve.

ENGINE LACKS POWER

1. Turn the engine for a few seconds with the starter.

ENGINE DOES NOT START

2. Check oil pressure.

CORRECT

3. Remove tappet and check

ENGINE STARTS

- (1) Bubbly engine oil with over rev up.

TOO LOW

- (1) Oil level too low.
- (2) Clogged oil passage.
- (3) Contaminated oil.
- (4) Contaminated oil filter.

INCORRECT

- (1) Faulty tappet (Replace).