

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

## ENGINE DOES NOT START OR IS HARD TO START

### CHECK

### POSSIBLE CAUSES

- Check the spark plug condition (P.71)
  - INCORRECT** → Incorrect spark plug heat range
    - Incorrect spark plug gap
    - Dirty air cleaner element
  - CORRECT**
- Try spark test\*
  - WEAK OR NO SPARK** → Faulty spark plug (P.71)
    - Fouled spark plug (P.71)
    - Faulty ECM\*
    - Broken or shorted spark plug wire
    - Faulty alternator\*
    - Faulty ignition coil\*
    - Faulty engine stop button\*
    - Loose or disconnected ignition system wires
    - Faulty CKP sensor\*
    - Faulty regulator/rectifier\*
    - Faulty condenser\*
  - GOOD SPARK**
- Check the PGM-FI system (P.11)
  - INCORRECT** → Faulty PGM-FI system (P.13)
  - CORRECT**
- Check the fuel pump operation and inspect the fuel flow\*
  - INCORRECT** → Faulty fuel pump\*
    - Clogged fuel pump filter (P.48)
  - CORRECT**
- Test cylinder compression\*
  - LOW** → Valve clearance too small
    - Valve stuck open
    - Worn cylinder and piston ring\*
    - Damaged cylinder head gasket
    - Improper valve timing\*
    - Seized valve
  - CORRECT**
- Start by following normal starting procedure
  - ENGINE STARTS BUT SOON STOPS** → Insulator leaking
    - Improper ignition timing (Faulty ECM or CKP sensor)\*
    - Fast idle knob stuck open or damaged
    - Fuel contaminated

## ENGINE LACKS POWER

### CHECK

### POSSIBLE CAUSES

- Check the wheel spins smoothly
  - INCORRECT** → Brake dragging
    - Worn or damaged wheel bearings
    - Bent axle shaft
    - Drive chain too tight
  - CORRECT**
- Check the tyre pressure (P.100)
  - INCORRECT** → Faulty valve core
    - Punctured tyre
  - CORRECT**
- Check the engine speed changes accordingly when the clutch is engaged\*
  - NO GOOD** → Clutch slipping
    - Improperly adjusted clutch lever freeplay (P.66)
    - Worn clutch discs/plates (P.69)
    - Warped clutch discs/plates (P.69)
    - Weak clutch springs (P.69)
    - Sticking clutch lifter
    - Additive in engine oil
  - GOOD**
- Check the engine speed increase
  - NO GOOD** → Dirty air cleaner element
    - Clogged muffler
    - Fast idle knob stuck open or damaged
    - Restricted fuel fill cap breather tube
    - Restricted fuel flow
  - GOOD**
- Check for engine knocking when accelerating or running the engine at high speed
  - YES** → Worn piston and cylinder\*
    - Use of poor quality fuel
    - Excessive carbon build-up in combustion chamber
    - Ignition timing too advanced (Faulty ECM)\*
    - Lean fuel mixture
  - CORRECT**
- Check the ignition timing\*
  - INCORRECT** → Faulty ECM\*
    - Faulty CKP sensor\*
  - CORRECT**

- Test cylinder compression\*
  - LOW** → Valve clearance too small
    - Valve stuck open
    - Worn cylinder and piston ring\*
    - Damaged cylinder head gasket
    - Improper valve timing\*
    - Faulty decompressor system\*
  - CORRECT**

- Check the PGM-FI system (P.11)
  - INCORRECT** → Faulty PGM-FI system (P.13)
  - CORRECT**
- Check the fuel pump operation and inspect the fuel flow\*
  - INCORRECT** → Faulty fuel pump unit\*
    - Clogged fuel pump filter (P.48)
  - CORRECT**
- Check the spark plug condition (P.71)
  - INCORRECT** → Incorrect spark plug
    - Incorrect spark plug gap
    - Dirty air cleaner element
  - CORRECT**
- Check the engine oil level and condition (P.54)
  - INCORRECT** → Engine oil level too high
    - Engine oil level too low
    - Contaminated engine oil
  - CORRECT**
- Remove the cylinder head cover and inspect lubrication
  - INCORRECT** → Faulty oil pump\*
    - Faulty pressure relief valve\*
    - Clogged oil passage\*
    - Clogged oil strainer screen\*