Engine suddenly stalls while running	1. Clogged fuel cock 2. Fuel passage in the carburetor clogged 3. Dirty spark plugs (heavy carbon deposit or wet plug) 4. Ignition timing out of adjustment 5. Blown fuse	1. Disconnect the fuel line and check the fuel flow 5. If the fuel is blown, the pilots lamps will not light up
Oil becomes emulsified (especially during winter)	1. Water mixed with oil 2. Use of improper type oil 3. Clogged breather pipe	2. Use genuine Honda Ultra Oil or equivalent oils (Caution) The oil, even though clean in appearance, may decompose due to extended use and become thin, resulting in loss of lubricating properties. Should be replaced.
Increased fuel consumption. Condition : ① Low exhaust noise, low back pressure at muffler ② Low compression noticeable when kick starting.	1. Clogged air cleaner 2. Distributor point gap out of adjustment, dirty, burnt 3. Excess accumulation of carbon in cylinder exhaust port or inside muffler. 4. Ignition timing retarded 5. Worn cylinder, piston, piston ring.	1. Clean air cleaner element 2. Adjust gap clearance, rework or replace burnt points 4. If ignition timing is retarded, the distributor points will open after the timing mark "F" has been passed. Adjust to proper setting
Insufficient engine rpm.	1. Fuel passage clogged 2. Defective spark plug (fouled) 3. Clogged muffler 4. Clogged air cleaner 5. Ignition timing out of adjustment.	1. When the fuel passage in clogges, the spark plugs will be dry. 4. If the air cleaner is clogged, engine will not develop high RPM and the exhaust smoke becomes dark. Clean the air filter element periodically.
Poor throttle response (check first to see that the throttle cable is properly adjusted)	1. Clogged air cleaner 2. Clogged exhaust port or exhaust pipe 3. Ignition timing out of adjustment 4. Tappet clearance out of adjustment	
Distributor points burnt	1. Points covered with oil 2. Improper ignition timing 3. Defective condenser 4. Condenser in poor condition	Test condenser by method described below.

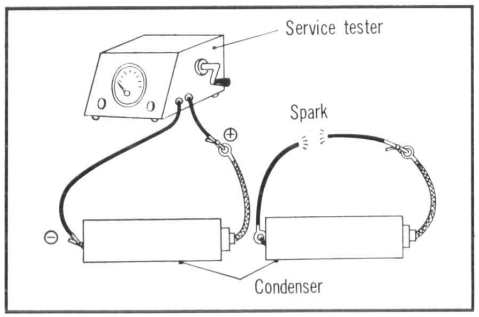

Figure 7-1. Measuring condenser capacity

Condenser Test Method

After taking the resistance value with the megger, use a copper wire to short across the terminals, a good strong spark should be produced at the instance the leads are contacted.

Condenser Measurement

With the distibutor points open, measure the resistance between the primary terminal and the outer shell, a good condenser should measure at least 5 megohm resistance at standard temperature.

The condenser is defective if it measures below 1 megohm.

Determine the condition of the condenser by the above method.

(Caution)

A loosely installed condenser or dirty terminal will cause ignition to malfunction.

2. CARBURETOR TROUBLE

Trouble	Probable cause	Corrective action
1. Fuel overflow (related symptom) • Poor idling • Poor performance in all speed • Excessive fuel consumption • Hard starting • Low power output • Poor acceleration	1. Contaminated fuel	1. Remove float chamber cover (C50, C50M, C65, C65M) a. Remove locking clip and disassemble the float chamber (S65). b. Check for any dirt lodge in the valve seat, remove dirt by blowing with compressed air or by unscrewing the valve seat, and clean. c. Reassemble after cleaning in gasoline.
	2. Damaged valve or valve seat	2. Replace both the valve and valve seat with new parts.
	3. Punctured float	3. Remove the float chamber cover, take out the float and check for fuel in the float. (Checking procedure) • Shake the float • Immerse the float in hot water 90-95°C (194~263°F) for approximately 50, 60 seconds, bubbles can be observed if the float is punctured.
	(S 65) 4. Float arm lip bent	4. Straighten the arm lip if bent and use the fuel level gauge to obtain the proper fuel level.

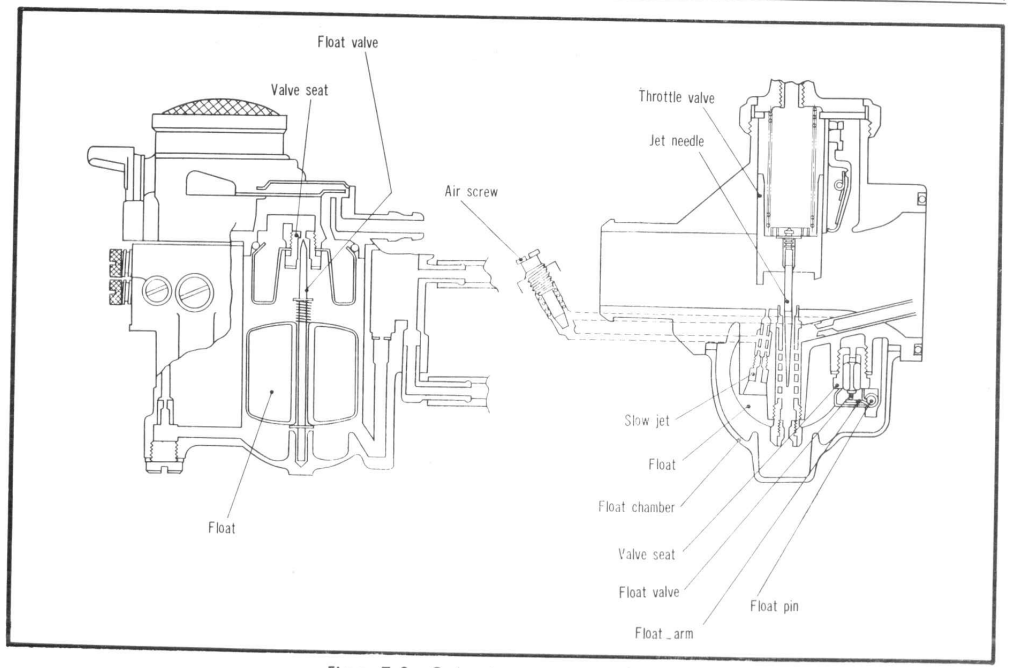

Figure 7-2. Carburetor cross section diagram