

Troubles	Probable causes	Corrective action
Engine suddenly stalls while running	<ol style="list-style-type: none"> 1. Clogged fuel cock 2. Fuel passage in the carburetor clogged 3. Dirty spark plug (heavy carbon deposit or wet plug) 4. Ignition timing out of adjustment 5. Blown fuse 	<ol style="list-style-type: none"> 1. Disconnect the fuel line and check the fuel flow 2. If the fuse is blown, the pilot lamps will not light up
Oil becomes emulsified (especially during winter)	<ol style="list-style-type: none"> 1. Water mixed with oil 2. Use of improper type oil 3. Clogged breather pipe 	<p>(Caution)</p> <p>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.</p>
Increased fuel consumption. Condition: <ol style="list-style-type: none"> 1. Low exhaust noise, low back pressure of muffler 2. Low compression noticeable when kick starting 	<ol style="list-style-type: none"> 1. Clogged air cleaner 2. Contact breaker point gap out of adjustment, dirty burnt 3. Excess accumulation of carbon in cylinderhead, exhaust port or inside muffler 4. Ignition timing retarded 	<ol style="list-style-type: none"> 1. Clean air cleaner element 2. Adjust gap clearance, rework or replace burnt points 4. If ignition timing is retarded, the contact breaker points will open after the timing mark "F" has been passed. Adjust to proper setting.
Insufficient engine RPM	<ol style="list-style-type: none"> 1. Fuel passage clogged 2. Defective spark plug (fouled) 3. Clogged air cleaner 4. Ignition timing out of adjustment 	<ol style="list-style-type: none"> 1. When the fuel passage is clogged, the spark plugs will be dry 2. 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 (first check to see that the throttle cable is properly adjusted)	<ol style="list-style-type: none"> 1. Clogged air cleaner 2. Clogged exhaust port or exhaust pipe 3. Ignition timing out of adjustment 4. Tappet clearance out of adjustment 	
Contact breaker points burnt	<ol style="list-style-type: none"> 1. Points covered with oil 2. Improper ignition timing 3. Defective condenser 4. Condenser in poor condition 	Test condenser by method described in test procedure