

TROUBLESHOOTING

ENGINE LACKS POWER

<p>1. Raise wheels off ground and spin by hand.</p> <p style="text-align: center;">WHEEL SPINS FREELY</p> <p style="text-align: center;">↓</p>	<p>WHEELS DO NOT SPIN FREELY →</p>	<p>POSSIBLE CAUSE</p> <p>(1) Brake dragging. (2) Worn or damaged wheel bearings. (3) Wheel bearing needs lubrication. (4) Final gear bearing damaged.</p>
<p>2. Check tire pressure.</p> <p style="text-align: center;">PRESSURE NORMAL</p> <p style="text-align: center;">↓</p>	<p>PRESSURE LOW →</p>	<p>(1) Punctured tire. (2) Faulty tire valve.</p>
<p>3. Accelerate rapidly from low to second.</p> <p style="text-align: center;">ENGINE SPEED LOWERED WHEN CLUTCH IS RELEASED</p> <p style="text-align: center;">↓</p>	<p>ENGINE SPEED CHANGED WHEN CLUTCH IS RELEASED →</p>	<p>(1) Clutch slipping. (2) Worn clutch disc/plate. (3) Warped clutch disc/plate.</p>
<p>4. Accelerate lightly.</p> <p style="text-align: center;">ENGINE SPEED INCREASES</p> <p style="text-align: center;">↓</p>	<p>ENGINE SPEED DOES NOT INCREASE →</p>	<p>(1) Carburetor choke closed. (2) Clogged air cleaner. (3) Restricted fuel flow. (4) Clogged muffler. (5) Pinched fuel tank vent hose.</p>
<p>5. Check ignition timing.</p> <p style="text-align: center;">CORRECT</p> <p style="text-align: center;">↓</p>	<p>INCORRECT →</p>	<p>(1) Faulty spark unit. (2) Faulty pulse generator.</p>
<p>6. Check hydraulic tappet conditions.</p> <p style="text-align: center;">CORRECT</p> <p style="text-align: center;">↓</p>	<p>INCORRECT →</p>	<p>(1) Clogged tappet oil holes. (2) Worn valve seat. (3) Damaged tappet.</p>
<p>7. Test cylinder compression.</p> <p style="text-align: center;">NORMAL</p> <p style="text-align: center;">↓</p>	<p>TOO LOW →</p>	<p>(1) Valve stuck open. (2) Worn cylinder and piston rings. (3) Leaking head gasket. (4) Improper valve timing.</p>
<p>8. Check carburetor for clogging.</p> <p style="text-align: center;">NOT CLOGGED</p> <p style="text-align: center;">↓</p>	<p>CLOGGED →</p>	<p>● Carburetor not serviced frequently enough.</p>
<p>9. Remove spark plug.</p> <p style="text-align: center;">NOT FOULED OR DISCOLORED</p> <p style="text-align: center;">↓</p>	<p>FOULED OR DISCOLORED →</p>	<p>(1) Plugs not serviced frequently enough. (2) Spark plug with incorrect heat range.</p>
<p>10. Check oil level and condition.</p> <p style="text-align: center;">CORRECT</p> <p style="text-align: center;">↓</p>	<p>INCORRECT →</p>	<p>(1) Oil level too high. (2) Oil level too low. (3) Contaminated oil.</p>
<p>11. Remove cylinder head cover and inspect lubrication.</p> <p style="text-align: center;">VALVE TRAIN LUBRICATED PROPERLY</p> <p style="text-align: center;">↓</p>	<p>VALVE TRAIN NOT LUBRICATED PROPERLY →</p>	<p>(1) Clogged oil passage. (2) Clogged oil control orifice.</p>
<p>12. Check for engine overheating.</p> <p style="text-align: center;">NOT OVERHEATING</p> <p style="text-align: center;">↓</p>	<p>OVERHEATING →</p>	<p>(1) Excessive carbon build-up in combustion chamber. (2) Use of poor quality fuel. (3) Clutch slipping.</p>
<p>13. Accelerate or run at high speed.</p> <p style="text-align: center;">ENGINE DOES NOT KNOCK</p>	<p>ENGINE KNOCKS →</p>	<p>(1) Worn piston and cylinder. (2) Wrong type of fuel. (3) Excessive carbon build-up in combustion chamber. (4) Ignition timing too advanced (Faulty spark unit).</p>