ENGINE DOES NOT START OR IS HARD TO START

1. Check fuel flow to carburetor
   - NOT REACHING CARBURETOR →
     - (1) Fuel tank empty
     - (2) Clogged fuel tube or fuel filter
     - (3) Vacuum not reaching fuel line diaphragm
     - (4) Faulty fuel line diaphragm
     - (5) Sticking float valve
     - (6) Clogged fuel tank cap breather hole
   - REACHING CARBURETOR ↓

2. Perform spark test
   - WEAK OR NO SPARK →
     - (1) Faulty spark plugs
     - (2) Fouled spark plugs
     - (4) Faulty spark unit
     - (4) Broken or shorted high tension wires
     - (5) Faulty alternator
     - (6) Broken or shorted ignition coil
     - (7) Faulty ignition switch
     - (8) Faulty pulse generator
   - GOOD SPARK ↓

3. TEST CYLINDER COMPRESSION
   - LOW COMPRESSION →
     - (1) Low battery charge
     - (2) Improper valve clearance
     - (3) Valve stuck open
     - (4) Worn cylinder and piston rings
     - (5) Damaged cylinder head gasket
     - (6) Seized valve
     - (7) Improper valve timing
   - COMPRESSION NORMAL ↓

4. Start by following normal procedure
   - ENGINE FIRES BUT STOPS →
     - (1) Improper choke operation
     - (2) Carburetor incorrectly adjusted
     - (3) Manifold leaking
     - (4) Improper ignition timing (Spark unit or pulse generator)
     - (5) Incorrect fast idle
     - (6) Fuel contaminated
   - ENGINE DOES NOT FIRE ↓

5. Remove and inspect spark puig
   - WET PLUG →
     - (1) Carburetor flooded
     - (2) Choke closed
     - (3) Throttle valve open
     - (4) Air cleaner dirty

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ENGINE LACKS POWER

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

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POOR PERFORMANCE AT LOW AND IDLE SPEEDS

			POSSIBLE CAUSE
1. Check ignition timing and valve clearance	INCORRECT →	(1)	Improper valve clearance
		(2)	Improper ignition timing (Faulty spark unit or spark advancer)
CORRECT			
2. Check carburetor pilot screw adjustment	INCORRECT	See Fuel System Section	
CORRECT			
3. Check for leaking manifold	LEAKING →	(1)	Deteriorated insulator O-ring
		(2)	Loose carburetor
NO LEAK			
4. Perform spark test	WEAK OR INTERMITTENT SPARK →	(1)	Faulty, carbon or wet fouled spark plug
GOOD SPARK		(2)	Faulty spark unit
		(3)	Alternator faulty
		(4)	Faulty ignition coil
		(5)	Faulty spark advancer

POOR PERFORMANCE AT HIGH SPEED

1. Check ignition timing and valve clearance	INCORRECT →	(1)	Improper valve clearance
		(2)	Faulty spark unit
		(3)	Faulty pulse generator
CORRECT		(4)	Faulty spark advancer
2. Disconnect fuel tube	FUEL FLOW RESTRICTED →	(1)	Lack of fuel in tank
		(2)	Clogged fuel line
FUEL FLOWS FREELY		(3)	Clogged fuel tank breather hole
		(4)	Clogged fuel valve
		(5)	Vacuum not reaching fuel line diaphragm
		(6)	Fuel line diaphragm faulty
3. Remove carburetor and check for clogged jet	CLOGGED →	(1)	Clean
NO CLOGGING			
4. Check valve timing	INCORRECT →	(1)	Cam sprocket not installed properly
CORRECT			
5. Check valve spring tention	WEAK →	(1)	Faulty spring
NOT WEAKENED			

POOR HANDLING → Check tire and suspension pressure

1. If steering is heavy	(1)	Steering top thread nut too tight
	(2)	Damaged steering head bearings
2. If either wheel is wobbling →	(1)	Excessive wheel bearing play
	(2)	Distorted rim
	(3)	Improperly installed wheel hub
	(4)	Swing arm pivot bushing excessively worn
	(5)	Distorted frame
	(6)	Improper drive chain tension or adjustment
3. If the motorcycle pulls to one side →	(1)	Improperly adjusted shock absorber
	(2)	Front and rear wheels not aligned
	(3)	Bent front fork
	(4)	Bent swing arm

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