

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

ENGINE DOES NOT START OR IS HARD TO START

CHECK

1. Check the fuel flow to carburetor

REACHING CARBURETOR

NOT REACHING CARBURETOR

POSSIBLE CAUSES

- No fuel in fuel tank
- Clogged fuel line or fuel filter (P.34)
- Sticking float valve*
- Clogged fuel fill cap breather tube (P.34)

2. Try spark test*

GOOD SPARK

WEAK OR NO SPARK

- Faulty spark plug (P.54)
- Fouled spark plug (P.54)
- Faulty ignition control module*
- Broken or shorted spark plug wire
- Faulty exciter coil*
- Broken or shorted ignition coil
- Faulty engine stop button
- Loose or disconnected ignition system wires
- Faulty ignition pulse generator*

3. Test cylinder compression*

CORRECT

LOW

- Valve stuck open
- Worn cylinder and piston ring*
- Leaking/damaged cylinder head gasket
- Improper valve timing*
- Seized valve

4. Start by following normal starting procedure

ENGINE DOES NOT FIRE

ENGINE STARTS BUT SOON STOPS

- Improper choke operation
- Pilot screw incorrectly adjusted*
- Insulator leaking
- Improper ignition timing (Faulty ignition coil or ignition pulse generator)*
- Fuel contaminated
- Improper hot start operation (P.53)

5. Removed and inspect spark plug

DRY

WET PLUG

- Carburetor flooded
- Choke closed
- Throttle valve open
- Air cleaner dirty (P.43)

6. START WITH CHOKE ON

POOR PERFORMANCE AT LOW AND UNSTABLE IDLE SPEED

CHECK

1. Check if air cleaner is over-oiled (P.44)

INCORRECT

POSSIBLE CAUSES

- Over-oiled air cleaner

CORRECT

2. Check if the connecting tube and/or insulator is leaking

LEAKING

- Loose connecting tube and/or insulator band
- Damaged connecting tube and/or insulator

NOT LEAKING

3. Check carburetor pilot screw adjustment (P.130)

INCORRECT

- Fuel-air mixture too lean (Turn the pilot screw out) (P.130)
- Fuel-air mixture too rich (Turn the pilot screw in) (P.130)

CORRECT

4. Check carburetor jets and accelerator pump for clogs

CLOGGED

- Contaminants in the fuel
- Not cleaned frequently enough (P.124)

NOT CLOGGED

5. Try spark test

GOOD SPARK

WAKE OR INTERMITTENT SPARK

- Faulty, carbon or wet fouled spark plug (P.132)
- Faulty ignition control module*
- Faulty exciter coil*
- Faulty ignition coil*
- Broken or shorted spark plug wire
- Faulty ignition pulse generator*
- Loose or disconnected ignition system wires
- Faulty engine stop button

6. Check the throttle position sensor*

INCORRECT

- Faulty throttle position sensor*

CORRECT

7. Test cylinder compression*

LOW

- Ring worn
- Cylinder worn or damaged*
- Piston worn or damaged*
- Head gasket not sealing
- Valve stuck open

CORRECT

POOR PERFORMANCE AT HIGH SPEED

CHECK

1. Disconnect fuel line at carburetor and check for clogging (P.34)

UNRESTRICTED FUEL FLOW

FUEL FLOW RESTRICTED

POSSIBLE CAUSES

- Lack of fuel in tank (P.34)
- Clogged fuel line (P.34)
- Clogged fuel fill cap breather tube (P.34)
- Clogged fuel valve (P.34)
- Clogged fuel filter (P.35)

2. Remove air cleaner (P.43)

AIR CLEANER NOT DIRTY

DIRTY

- Not cleaned frequently enough (P.43)

3. Install a larger carburetor main jet (P.128)

CORRECT

CONDITION WORSE

- Jet size wrong, rejet in the opposite direction (P.130)

4. Check carburetor jets for clogging

NOT CLOGGED

CLOGGED

- Contaminants in the fuel

5. Check valve timing

CORRECT

INCORRECT

- Cam sprocket not installed properly

6. Try spark test

GOOD SPARK

WEAK OR INTERMITTENT SPARK

- Faulty, carbon or wet fouled spark plug (P.132)
- Faulty ignition control module*
- Faulty exciter coil*
- Faulty ignition coil*
- Broken or shorted spark plug wire
- Faulty ignition pulse generator*
- Loose or disconnected ignition system wires
- Faulty engine stop button

7. Test cylinder compression

CORRECT

LOW

- Ring worn
- Cylinder worn or damaged
- Piston worn or damaged
- Head gasket not sealing
- Improper valve timing
- Valve stuck open