Troubleshooting

The items that are serviceable using this Manual ENGINE LACKS POWER 7. Test cylinder LOW Valve clearance too are followed by the page number reference in compression* small CHECK POSSIBLE CAUSES Valve stuck open parenthesis. The items that require use of an CORRECT Worn cylinder and 1. Check the wheel INCORRECT Brake dragging official Honda Service Manual are followed by piston rina* Worn or damaged spin smoothly Damaged cylinder head wheel bearings an asterisk (*). CORRECT gasket · Bent axle shaft Improper valve timing* · Drive chain too tight ENGINE DOES NOT START OR IS HARD TO START Faulty decompressor system* 2. Check the tire INCORRECT Faulty valve core CHECK POSSIBLE CAUSES pressure (p.91) Punctured tire 8. Check the fuel INCORRECT • Faulty fuel pump unit* 1. Check the spark plug INCORRECT Incorrect spark plug CORRECT Clogged fuel strainer condition (P.63) heat range pump* within fuel pump* · Incorrect spark plug gap CORRECT CORRECT · Dirty air cleaner element (See your Honda dealer) NO GOOD 3. Check the engine Clutch slipping Improperly adjusted speed change • Faulty spark plug (P.63) 9. Check the PGM-FI INCORRECT Faulty PGM-FI system WEAK OR NO 2. Try spark test* accordingly when clutch lever freeplay • Fouled spark plug (P.63) (p.9) system (p.7) SPARK clutch is engaged (p.58) Faulty ECM* GOOD SPARK Worn clutch discs/plates CORRECT · Broken or shorted spark GOOD (p.61) plug wire Warped clutch Faulty alternator* discs/plates (p.61) Faulty ignition coil* 10. Check the spark INCORRECT Incorrect spark plug Weak clutch springs · Faulty engine stop Incorrect spark plug gap plug condition (p.61) button* Dirty air cleaner (p.63) Sticking clutch lifter · Loose or disconnected element Additive in engine oil ignition system wires CORRECT Faulty CKP sensor* NO GOOD Dirty air cleaner element · Faulty regulator/rectifier* 4. Check the engine Faulty condenser* speed increase Cloaged muffler Engine oil level too high 11. Check the engine INCORRECT Fast idle knob stuck GOOD Engine oil level too low oil level and · Faulty fuel pump* open or damaged 3. Check the fuel INCORRECT Contaminated engine condition (p.46) Clogged fuel strainer pump operation Restricted fuel fill cap oil within fuel pump* breather tube and inspect the fuel CORRECT (See your Honda · Restricted fuel flow flow* dealer) CORRECT · Worn piston and 12. Remove the INCORRECT Faulty oil pump* 5. Check the engine YES cvlinder* Faulty pressure relief cvlinder head knocking when Use of poor quality fuel valve* cover and inspect accelerate or run · Excessive carbon build- Clogged oil passage* lubrication the engine at high up in combustion 4. Check the PGM-FI INCORRECT Faulty PGM-FI system Clogged oil strainer speed chamber system (P.7) (P.9) screen* Ignition timing too NO advance (Faulty ECM)* CORRECT · Lean fuel mixture Faulty ECM* LOW 5. Test cylinder Valve clearance too 6. Check the INCORRECT Faulty CKP sensor* compression* small Valve stuck open ignition timing* CORRECT · Worn cylinder and piston CORRECT ring* · Damaged cylinder head dasket Improper valve timing* Seized valve 6. Start by following ENGINE STARTS Insulator leaking Improper ignition timing normal starting BUT SOON (Faulty ECM or CKP procedure STOPS sensor)* Fast idle knob stuck open or damaged · Fuel contaminated