

### SYMPTOM TROUBLESHOOTING

When the scooter has one of these symptoms, check the MIL blinking, refer to the MIL code index (page 6-18) and begin the appropriate troubleshooting procedure. If there are no MIL blinking stored in the ECM memory, do the diagnostic procedure for the symptom, in sequence listed below, until you find the cause.

Symptom	Diagnosis procedure	Also check for
Engine does not crank (No fuel pump operation sound when turning the ignition switch "ON")	<ol style="list-style-type: none"> <li>1. Inspect the ECM power/ground circuits (page 6-19).</li> <li>2. Inspect the sensor unit power circuit (page 6-21).</li> </ol>	<ul style="list-style-type: none"> <li>• Open or short circuit in the power input wire of the ECM</li> <li>• Open circuit in the ground wire of the ECM</li> <li>• Faulty bank angle sensor or related circuit</li> <li>• Faulty engine stop relay or related circuit</li> <li>• Faulty ECM</li> <li>• Short circuit in the power input wire of the sensor unit</li> <li>• Faulty sensor unit</li> <li>• Faulty ignition switch</li> </ul>
Engine cranks but won't start (No MIL blinking)	<ol style="list-style-type: none"> <li>1. Crank the starter for more than ten seconds and check the MIL (page 6-13) and execute the troubleshooting according to the MIL.</li> <li>2. Inspect the CKP sensor.</li> <li>3. Inspect the fuel supply system (page 6-32).</li> <li>4. Inspect the injector.</li> <li>5. Inspect the IACV (page 6-56).</li> </ol>	<ul style="list-style-type: none"> <li>• No fuel to injector                             <ul style="list-style-type: none"> <li>– Clogged fuel filter</li> <li>– Pinched or clogged fuel feed hose</li> <li>– Pinched or clogged fuel tank breather hose</li> </ul> </li> <li>– Faulty fuel pump</li> <li>– Faulty fuel pump circuits</li> <li>• Intake air leak</li> <li>• Contaminated/deteriorated fuel</li> <li>• Faulty injector</li> <li>• IACV air passage clogged</li> <li>• Faulty ignition system</li> </ul>
Engine stalls, hard to start, rough idling	<ol style="list-style-type: none"> <li>1. Inspect the engine idle speed (page 4-13).</li> <li>2. Inspect the fuel supply system (page 6-32).</li> <li>3. Inspect the ignition system (page 19-5).</li> </ol>	<ul style="list-style-type: none"> <li>• IACV air passage clogged</li> <li>• Restricted fuel feed hose</li> <li>• Contaminated/deteriorated fuel</li> <li>• Intake air leak</li> <li>• Restricted fuel tank breather hose</li> <li>• Faulty ignition system</li> <li>• Low cylinder compression</li> </ul>
Backfiring or misfiring during acceleration	<ol style="list-style-type: none"> <li>1. Inspect the ignition system (page 19-5).</li> </ol>	<ul style="list-style-type: none"> <li>• Faulty ignition system</li> </ul>
Poor performance (driveability) and poor fuel economy	<ol style="list-style-type: none"> <li>1. Inspect the fuel supply system (page 6-32).</li> <li>2. Inspect the injector.</li> <li>3. Inspect the ignition system (page 19-5).</li> <li>4. Inspect the cylinder compression (page 9-6).</li> </ol>	<ul style="list-style-type: none"> <li>• Air cleaner element contaminated</li> <li>• Pinched or clogged fuel feed hose</li> <li>• Faulty pressure regulator in the fuel pump unit</li> <li>• Faulty injector</li> <li>• Faulty ignition system</li> <li>• Low cylinder compression</li> </ul>
MIL stays ON, or MIL never comes ON at all (Engine operates normally)	<ol style="list-style-type: none"> <li>1. Troubleshoot the MIL circuit (page 6-31).</li> </ol>	<ul style="list-style-type: none"> <li>• Faulty MIL circuit</li> </ul>
MIL stays ON (Engine operates normally and No MIL code set)	<ol style="list-style-type: none"> <li>1. Inspect the DLC circuit (Brown wire) for short circuit.</li> </ol>	<ul style="list-style-type: none"> <li>• Short circuit in the DLC related wire</li> </ul>