

LOCATING TROUBLES AND RUNNING IRREGULARITIES

Carry out following checks when the engine does not start easily or runs irregularly.

Locating the trouble	Remedies	Locating the trouble	Remedies	
DIFFICULT STARTING				
1. - Fuel system				
Fuel tank empty	Turn to «reserve». Refill as soon as possible.	4. - Clutch troubles c) Clutch snatches : External steel plate wrongly assembled Gear pinions not lubricated properly b) Clutch slips : Springs feeble Plates with cork worn or burnt c) Clutch does not disengage completely : Excessive play on control cable Excessive convexity of steel plates. 5. - Gear pinions disengage of own accord Gear change control cables out of adjustment Spring of stirrup broken, feeble or missing Excessive play between actuating arm and gear shift flange or wrong positioning of the arm. Selector arms chamfered Dogs of gear pinions chipped or worn 6. - High fuel consumption I - Fuel level too high in carburettor : a) Float perforated b) Float needle valve not properly fitting into its seating II - Air cleaner choked or dirty III - Flap of choke valve sticking in closed or partially closed position IV - Diameter of main jet orifice wrong or increased V - Retarded ignition VI - Poor compression. 7. - Controls not operating properly Inner cables rusted Excessive play 8. - Steering column becomes stiff Top race of top ball bearing too tight Bottom races of the two bearings pitted 9. - Excessive play of steering column Top race of top bearing loose 10. - Poor braking Stroke of pedal or lever too long Brake linings oily or worn down Brake drums and linings scratched	Turn convex face towards plates with cork Top up oil level. Tighten the screw on draining hole Replace Replace both plates and springs Adjust Replace Adjust Replace Adjust Replace Replace the selector Replace the pinions Replace Clean or replace both needle and float chamber cover Clean with pure gasoline and blow dry. Dip the metal wadding into a 30% gasoline-oil bath Release operating and lubricating the lever on the back of the cleaner case Fit proper jet (.63 mm) Re-time See No. 2 of this paragraph Lubricate or, if necessary, replace Adjust Slacken Replace Tighten Adjust (see page 9) Wash with gasoline or replace Replace	
Fuel does not flow to the carburettor although the fuel tap is open or in position «reserve»	a) Unscrew and remove the main jet. If the fuel system is efficient, fuel will come out. b) Blow through jet orifice to ensure that it is clean.			
Filter on carburettor Fuel tap body Carburettor body Main jet Atomizer Packing of fuel tap	Clogged, dirty			
Float needle valve sticking on its seating			Remove and wash in gasoline - Blow dry Release	
2. - Carburation				
Engine flooding	See page 7			
Float perforated	Replace			
Air cleaner choked or dirty	Clean (see page 10)			
Choke flap sticking in position «closed»	Release			
3. - Ignition				
Sparkplug dirty	Disconnect the plug lead. Check if sparking occurs between lead and crankcase when the kickstarter is operated. Clean. Correct gap to .5 mm. (.023")			
Porcelain of sparkplug cracked	Replace the plug			
Breaker points dirty, partially worn or pitted	Clean with suitable files or very fine emery paper			
Gap between breaker points incorrect	Correct to .4 mm. with feeler gauge (.015")			
Breaker points completely worn or pitted	Replace			
Timing wrong	Re-time ignition			
INCORRECT RUNNING				
1. - Lack of power				
Muffler outlet pipe carbonized	Clean (see page 10)			
Induction pipe to cylinder loose	Replace the packing between pipe and cylinder. Tighten the nuts on cylinder studs.			
Exhaust port partially closed by carbon deposit	Decarbonize cylinder, piston and cylinder head			
Cylinder base gasket not tight	Replace			
2. - Poor compression				
Sparkplug not well screwed down in cylinder head	Tighten (21 mm box wrench)			
Cylinder head not fitting properly into the spigot on top of cylinder	Set the head properly and tighten the nuts			
Piston rings gummed up	Clean the rings and grooves			
3. - Explosions at muffler or carburettor				
Sparkplug carbon-coated or with excessive electrode gap	Replace or clean the plug and correct the gap to 0.6 mm (.023")			
Carbon pearls on sparkplug insulation	Clean			
Pre-ignition	a) Fit on a colder sparkplug b) Re-time the ignition			
Tip of contact breaker loose	Replace			
Condenser screw loose	Tighten			
Not enough mixture flowing to the carburettor	See paragraph «Difficult starting», No. 1			

