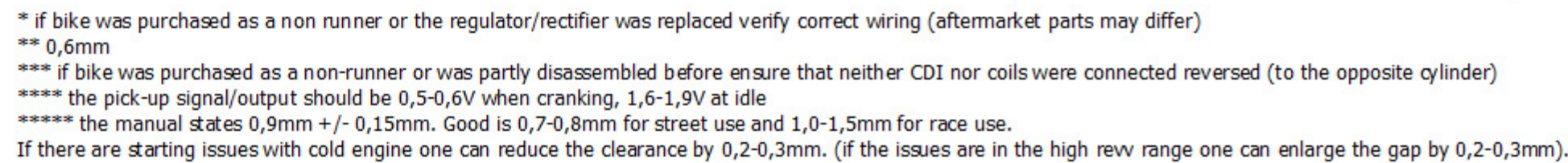
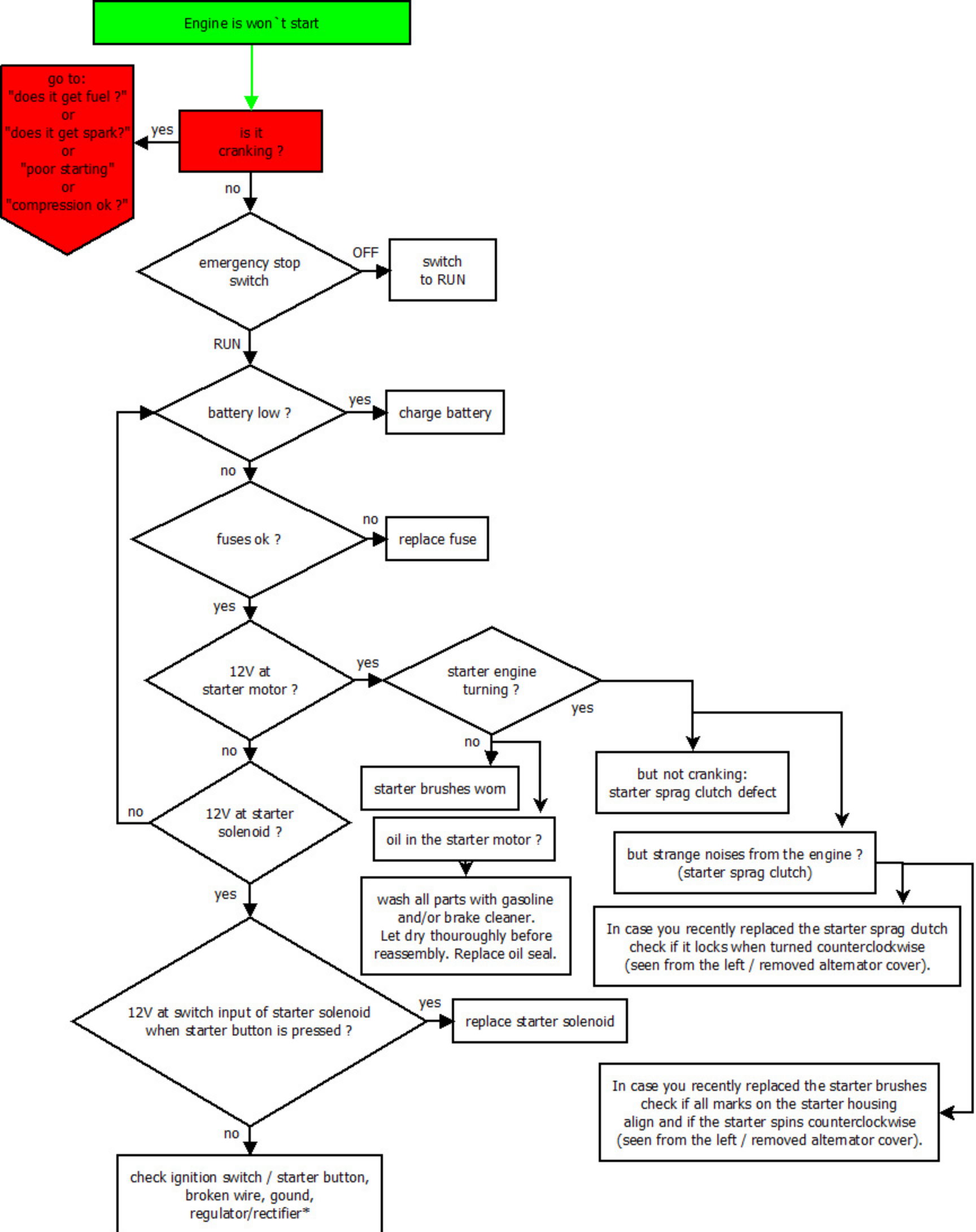
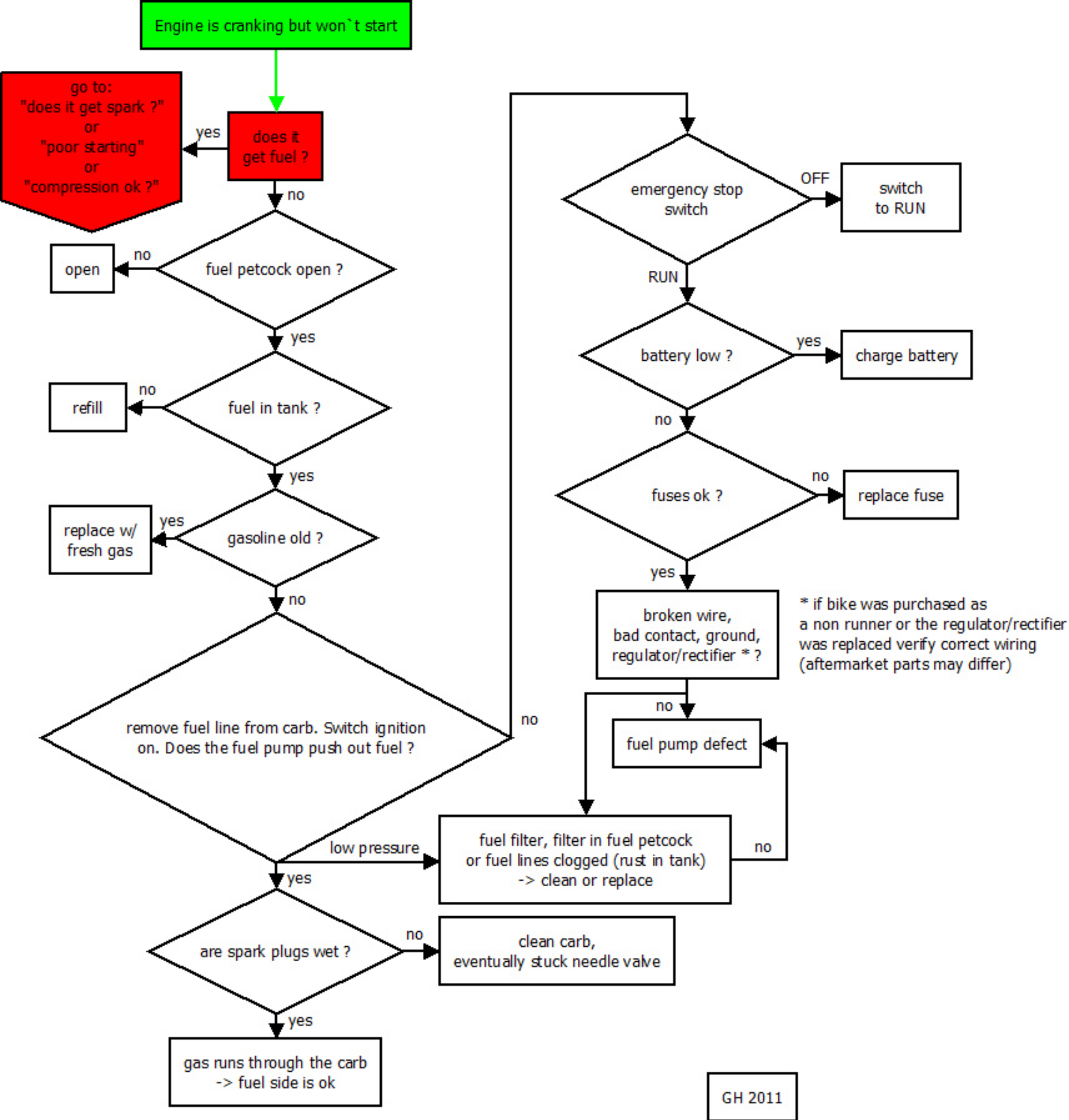


Fully service it first - at least change the timing belts, drain the old gas, flush the tank, clean filter in fuel petcock (it's inside the tank so remove the petcock), fill up fresh gas, replace fuel filter, clean carb (specially float chamber), remove spark plugs squirt a little oil into the plug hole and turn over the engine by hand a few times. No matter if the bike was stored directly after the last service. If that's over 2 years ago the belts need to be changed. Worst case scenario of a snapped belt: bent valves, damaged valve seat, piston or conrod, crankshaft or crankshaft bearing -> requires full engine rebuild









Engine is cranking but won't start

go to:  
"does it get fuel ?"  
or  
"compression ok ?"  
or  
"poor starting"

does it  
get spark ?

yes

no

battery low ?

yes

charge battery

no

fuses ok ?

no

replace fuse

yes

12V at coils ?

no

broken wire,  
bad contact, ground,  
regulator/rectifier \*

yes

if all electrical contacts are clean  
and there is still a voltage loss from the  
battery to the coils do the wiring mod  
(ensure the regulator/rectifier is ok!)

spark plug cables ok ?  
spark plug gap ok ?\*\*  
correct spark plug type ?  
coils ok ? \*\*\*

no

replace

yes

verify 12V and ground  
connection of CDI unit

not ok

ok

measure pick up output \*\*\*\*

none

defect pick up

ok

have CDI unit tested

measure pick up/flywheel clearance \*\*\*\*\*  
verify pick up bracket marks

not ok

adjust

ok

very low

\* if bike was purchased as a non runner or the  
regulator/rectifier was replaced verify correct wiring  
(aftermarket parts may differ)

\*\* 0,6mm

\*\*\* if bike was purchased as a non-runner or was partly  
disassembled before ensure that neither CDI nor coils were  
connected reversed (to the opposite cylinder)

\*\*\*\* the pick-up signal/output should be 0,5-0,6V when cranking,  
1,6-1,9V at idle

\*\*\*\*\* the manual states 0,9mm +/- 0,15mm.

Good is 0,7-0,8mm for street use and 1,0-1,5mm for race use.  
If there are starting issues with cold engine one can reduce  
the clearance by 0,2-0,3mm.

(if the issues are in the high revv range one can enlarge the  
gap by 0,2-0,3mm).



Engine is cranking but won't start

poor starting

yes

got to:  
"does it get fuel?"

engine sputters,  
backfires, stalls

battery low ?

yes

charge battery

no

fuses ok ?

no

replace fuse

yes

12V at coils ?

no

broken wire,  
bad contact, ground,  
regulator/rectifier \*

yes

if all electrical contacts are clean  
and there is a voltage loss from the  
battery to the coils do the wiring mod  
(ensure the regulator/rectifier is ok!)

spark plug cables ok ?  
spark plug gap ok ?\*\*  
correct spark plug type ?  
coils ok ? \*\*\*

no

replace

yes

check carb synchronization,  
idle speed set too low,  
air leaks (ie rubber carb manifold)

ok

measure pick up output \*\*\*\*

none

defect pick up

ok

have CDI unit tested

measure pick up/flywheel clearance \*\*\*\*\*  
verify pick up bracket marks

not ok

adjust

ok

go to:  
"compression ok?"

\* if bike was purchased as a non runner or the  
regulator/rectifier was replaced verify correct wiring  
(aftermarket parts may differ)  
\*\* 0,6mm  
\*\*\* if bike was purchased as a non-runner or was partly  
disassembled before ensure that neither CDI nor coils were  
connected reversed (to the opposite cylinder)  
\*\*\*\* the pick-up signal/output should be 0,5-0,6V when cranking,  
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