



Fig. 6.1 Measuring condenser capacity

- ① Service tester
- ② Condenser
- ③ Spark

Condenser test method

After taking the resistance value with the meger, use a copper wire to short across the terminals, a good strong spark should be produced at the instance the lead are contacted.

Condenser measurement

With the contact breaker point open, measure the resistance between the primary terminal and the outer shell, a good condenser should be measured at least 5 M Ω resistance at standard temperature.

The condenser is defective if it measures below 1 M Ω .

CAUTION:

A loose installation of the condenser or dirty terminal will cause ignition to malfunction.

6.2 CARBURETOR TROUBLE

Troubles	Probable causes	Corrective action
1. Fuel overflow (related symptom) Poor idling Poor performance in all speed Excessive fuel consumption Hard starting Low power output Poor acceleration	1. Contaminated fuel	1. Remove float chamber cover (C 90, CT 90, CD 90) 2. Remove locking clip and disassemble the float chamber (S 90, CL 90, CL 90 L) 3. Check for any dirt lodge in the valve seat, remove dirt by blowing with compressed air or by unscrewing the valve seat, and clean 4. Reassemble after cleaning in gasoline
	2. Damaged valve or valve seat	2. Replace both the valve and valve seat with new parts
	3. Punctured float	3. Remove the float chamber cover, take out the float and check for fuel in the float (Checking procedure) Shake the float Immerse the float in hot water 90~95°C (194~203°F) for approximately 50, 60 seconds; bubbles can be observed if the float is punctured
	4. Float arm lip bent	4. Straighten the arm lip if bent and use the fuel level gauge to obtain the proper fuel level
2. Poor idling (related symptom) Poor performance at low speed Poor speed transition Poor response to throttle snapping Poor performance at Intermediate speed	1. Air screw improperly adjusted	1. Turn the air screw lightly to full close and check to see if the air screw was properly adjusted. Back off $1\frac{1}{4} \pm \frac{1}{8}$ (S 90, CD 90) turn from full close, (1 $\frac{1}{8}$ turn for CL 90, CL 90 L, CT 90 and 1.0 turn for C 90). Start the engine and turn the air screw in both direction not more than 1/4 turn and set at the point where the engine RPM is highest (smooth)
	2. Throttle stop screw out of adjustment	2. Back off the throttle stop screw all the way and check for proper operation of the throttle, turn the stop screw in until the proper rpm is obtained