



JIALING CJ50F MOTORCYCLE SERVICE AND MAINTENANCE MANUAL

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<https://www.motorcycle-manual.com/>

PREFACE

Jialing CJ50F motorcycle is easy to control with operating its throttle twist grip because there are a centrifugal clutch and stepless variable drive on it. With the advanced CDI , it has an ignition advance which is unnecessary to be regulated by man, good starting and steady ignition . Owing to having a kick starter , extinction unit , it can be conveniently started without using its main stand.

Correct operation , service and maintenance are why your motorcyle has a low trouble rate , optimal performance. The data and specification shown in the service and maintenance manual are all new ones which are determined in the latest design. As improvement of our product, our factory may modify them without any prediction. We desire you not to hesitate to give your valuable recommendation to us on all the aspects for this motorcycle, such as its design, technology and quality so that we make it a further improvement.

Located in all areas, our service stations will with pleasure assist and guide you in servicing your motorcycle.

Thank you for selecting a "Jialing". We wish you to have many miles of continued riding pleasure in the coming years.

JIALING

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IMPORTANT NOTICE

* To a rider

Being ruled by the Ministry of Public Security of PRC, it is permissible to be a rider on CJ50F motorcycle, and to load Max 110kg on it.

WARNING

- * If you follow this service and maintenance manual in course of your operation, you may protect yourself from an accident or damage of your motorcycle.
- * Since this manual is one part of a motorcycle, you must attach it when you transfer the possession of the motorcycle.
- * No part of this manual may be reproduced in any form without the written permission of our factory.

SAFE RUNNING FOR MOTORCYCLE

REGULATIONS FOR SAFE RUNNING

Before starting the engine, inspection must be made for the vehicle lest any accidents happen and its parts be damaged.

The rider is allowed of driving motorcycle only when he has been confirmed up to standard and got the riding license through the test of Traffic-control Authorities. The motorcycle can not be lent to others without license. In order not to be injured by other motor vehicle, when riding you should cut a conspicuous figure. The covering matters needed paying attention are as follows:

- * In noticeable dress.
- * No admittance for excessive approaching to other motor vehicles. Correctly use signal lights and horn, etc.
- * Strictly forbid forcing your way to make overtaking and obey to local traffic regulations.
- * Riding in excessive speed is why many accidents happen, so riding speed can't be beyond the scope of allowance.
- * At crossroad, or on driveway or at the exit and entrance of parking lot, do pay special attention to riding.
- * Grasp tightly the handlebar and put your feet on foot rests when riding.
- * Luggage carrier is mainly used to carry the light things which should be tied fast on the carrier so as not to move.

PROTECTING DEVICE

To ensure safe running you should wear helmet, protesting mask, dirtproof glasses and gloves, etc.

Don't wear a loose dress which may catch the wheel or the pillion step.

REASSEMBLING**CAUTION**

If reassembling the motorcycle or changing the construction but you can't make sure that the motorcyce runs safely, it is forbidden. And users must obey to the regulations which Traffic-Control Authorities make for vehicle.

* Good suggestions for reassembling the vehicle must be first told to the manufacturer to get reassembling confirmation, otherwise you will take the consequences.

LOADING**CAUTION**

Distribution for loading must be regular. Incorrect loading will spoil the performance and driving stability of the motorcycle.

* The centre of gravity of loading should locate at a low place close to the centre of gravity of the motorcycle. The loadings should be equal in weight at two sides so that motorcycle can be poised best. If the centre of the loading is far from the centre of the motorcycle, controlling of the motorcycle will be affected to some extent.

- * All loadings must be fixed fast on the motorcycle to control the motorcycle stably.
- * Stricly forbid excessing the loading limits as CJ50F 110kg.

GUIDE TO USE

ARRANGING FOR PARTS

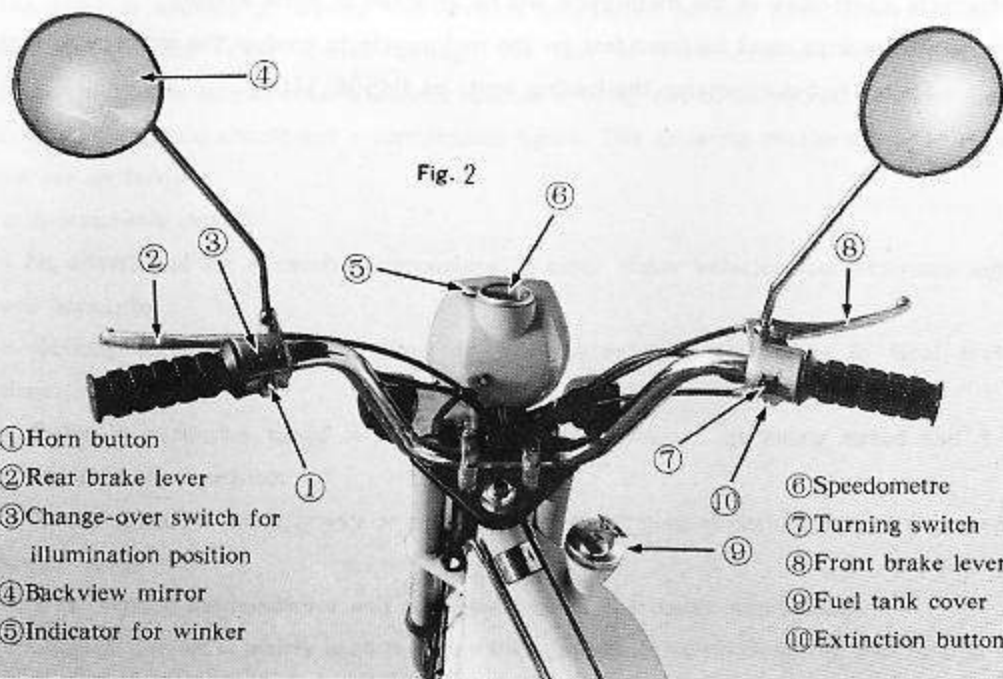


Fig. 3



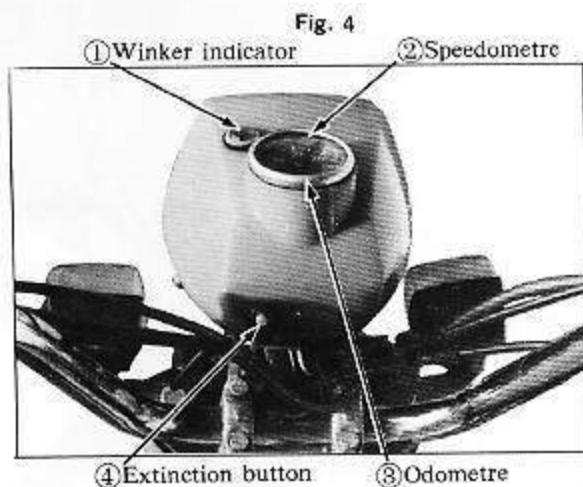
①Fuel cock ②Engine③Foot rest④Main stand

FUNCTIONS OF PARTS

* Metre and Indicator

Indicators are in the speedometer located over the headlight. Their functions are listed below :

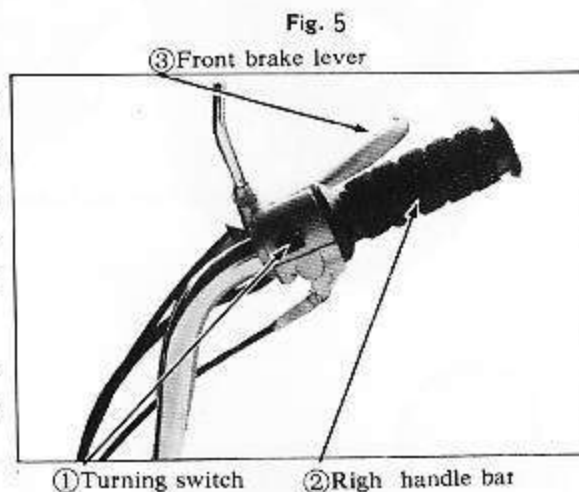
Serial No	Discription	Function
1	Speedometre	Indicating running speed
2	Odometre	Recording accumulative mileage
3	Winker indicator (light yellow)	It is on when turning winker on



WINKER SWITCH

Winker switch is set on the support of the right brake lever (see Fig. 5), and it may be set at the different places. When at left, the front and rear wipers at left light up; when at right, the wipers at right light up.

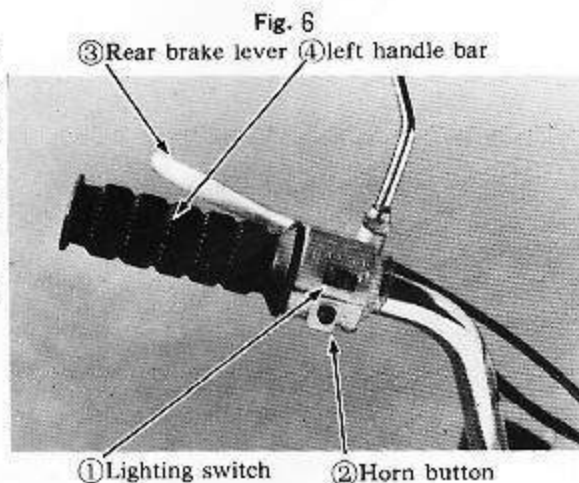
Together, the yellow indicator above the headlight is on. But when the controlling lever is at midplace, all wipers go out.



LIGHTING AND HORN SWITCHES

This switch is set on the support of left brake lever (see Fig. 6). Set the switch to "on" (at right), the headlight and the tail light turn on, at this same time, set the switch to "off" (at left), the two lights go out all.

Once you press horn button, the horn sounds.

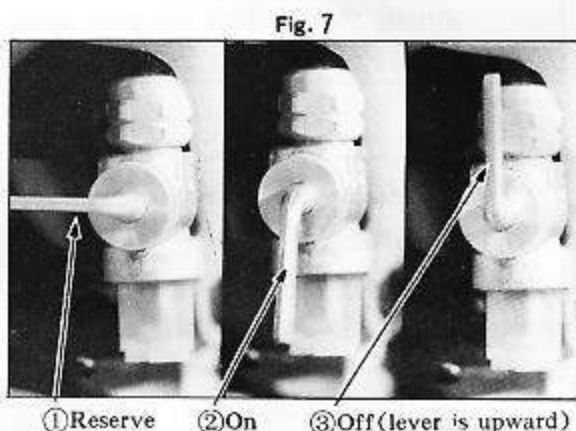


FUEL COCK

* Fuel cock locates at the left side underneath the fuel tank (see Fig. 7).

* Before starting the engine, set the cock lever to "on", and return it to "off" after stopping the engine.

* When the fuel uses up, turn the cock to "Res". At the same time, replenish the tank because the reserve fuel is only 0.5L.



CAUTION

* After finishing replenishing the tank, let the fuel cock off "Res", otherwise you will no longer have reserve fuel for the next time when you use up your fuel again.

* When riding a motorcycle, correct using fuel tank cock will make you avoid being unable to run due to the suspension of fuel supply.

GASOLINE AND OIL MIXTURE

The fuel used by motorcycle model CJ50F is a mixture in which 40 units gasoline, octane number 70 or higher, mixes with one unit two-stroke gasoline engine oil, type L-ERA or L-ERB, in volume.

In case you have no oil type L-ERA or L-ERB for a time, you may use gasoline engine oil NO. HQB-10 as its alternative (in the area where atmospheric temperature is under -10°C , use oil No. HQB-6), mixing ratio of which is 25 : 1 in volume.

CAUTION

Ordinary oils such as machine oil, gear oil and vegetable oil are all prohibited from blending.

* Before filling in a new tank with fuel, first wash the tank with cleaner. When cleaning you should dismount the fuel cock, and after finishing cleaning, replenish the tank.

* During filling fuel, you should filtrate it with a screen at the tank inlet or filtrate it before filling.

* Gasoline is inflammable, so it should be filled in at ventilated place after stopping the engine. At the place where fuel is being filled or is stored, smoking is forbidden, and inflammables are forbidden closing to it.

* Fuel in tank is not allowed to be excessive. After finishing replenishing, do turn the tank cover tightly.

CAUTION

Strictly forbid filling the pure gasoline into the tank because engine will be damaged

TIRE

* Tire checking and its replacing.

Proper inflation pressure of tire gives motorcycle the greatest traction, stability, comfortability and longer lifetime.

Fig. 8



①Fuel tank cover ②key

Often check the pressure of the tyre in its cold state, and inflate it at necessary time.

Tyre inflation pressure (KPa)	Front 196	Min. depth of tread pattern
	Rear 245	
Tyre size	Front 2.25-17-2PR	Front 0.8mm
	Rear 2.25-17-4PR	Rear 0.8mm

* Improper tyre inflation pressure will lead to irregular wear of its tread pattern. If pumped insufficiently, tire will become loose around the rim.

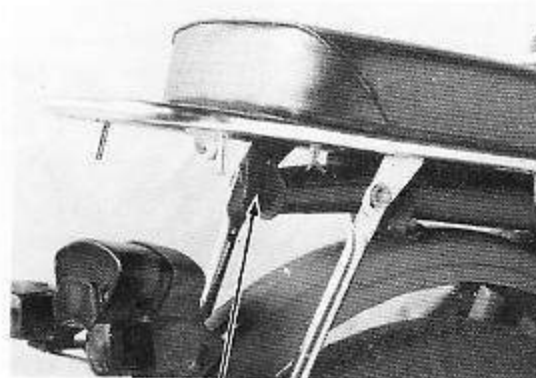
* It's dangerous to use overwearing tire, and its traction and controlling stability will also be declined.

* If the remainder depth of tread pattern is not more than 0.8mm, the tyre should be replaced.

TOOL KIT

The tool kit is placed in the tail of frame. There are a spark plug wrench and a screw driver in it.

Fig. 9



①Tool kit

GUIDE TO OPERATION

PRE-RIDING CHECK

CAUTION

* In case of forgetting the pre-riding check, it could cause a severe damage of your motorcycle and accidents.

You must carefully check your motorcycle before starting the engine. The check of following items takes a few minutes only, but it would allow you to save some time for troubleshooting in the course of riding as well as to ensure you to ride safely.

* Check if all parts and components of your motorcycle have been tightened, and readjust them, if necessary.

* Check the oil level of fuel tank and fill up with the fuel according to the requirement (refer to page 8), and then check whether the fuel leaks through or not.

* Check the status and air pressure of the front and rear tires (refer to page 10).

* Check the status and tension of the drive belt (refer to page 23), and readjust it, if need be.

* Check if the throttle twist grip runs easily and smoothly.

* Check if the head light, tail light, brake light, winker and horn are good.

STARTING THE ENGINE

CAUTION

* Do not start the engine in a narrow and small place to avoid a result that exhaust gas diffuses difficultly.

* In order to protect your motorcycle from rushing forward and any accidents happening, you must apply the brake to rear wheel when starting it.

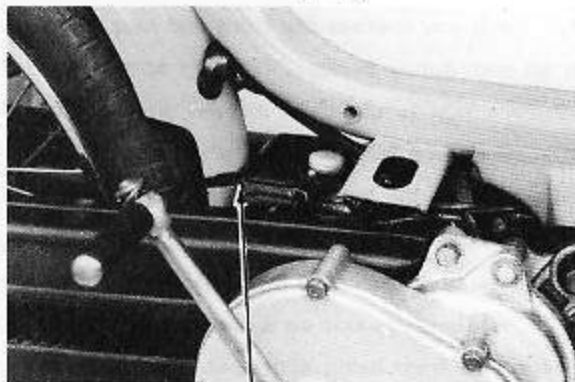
[Starting procedure]

* Set the lever of fuel cock to "ON" (refer to Fig. 7).

* Set the choke lever to "self-lock" to off the choke (Fig. 10), but this procedure may be ignored when warm-engine started.

* Apply the rear brake.

Fig. 10

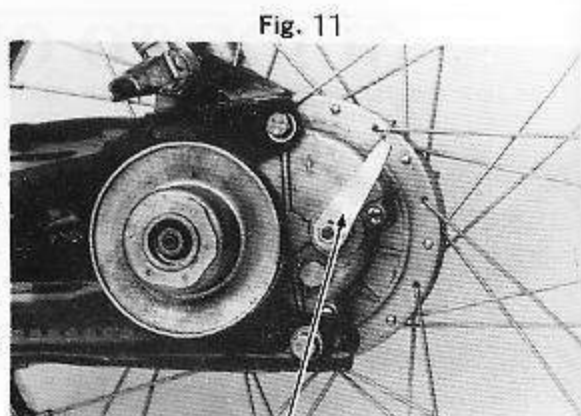


① Choke lever

- * Pedal the starter crank and increase throttle slowly. While you feel resistance, you must quickly remove your foot.

- * Pre-warm engine for about half a minute by way of opening and closing the throttle slowly, and then reset the choke.

- * Keep warming up the engine at a proper throttle opening until it comes to normal run.



shift lever

BREAK-IN FOR ENGINE

The first 300km is a period of break-in of your new motorcycle. During the first 100 km the riding speed should be within 30km/h, and during from 100km to 300km lower than 35km/h. Never let your motorcycle operate at full throttle or bear a heavy load. After ending the first 300km riding, you must maintain your motorcycle once so as to ensure its good performance(see the maintenance schedule on page 12).

RIDING YOUR MOTORCYCLE

- * Prior to riding your motorcycle, you must check it as specified(refer to page 11), and start the engine according to the way mentioned on page 9.

- * After warming up the engine, you can ride your motorcycle.

OPERATING THE BRAKE

- * If you want to reduce the motorcycle's speed or to park it, you may decrease the throttle, and then operate the front and rear brakes slowly.

- * In an emergency you must resolutely operate the front and rear brakes as soon as you off the throttle.

- * If you operate the front and rear brake respectively, a good effect can't be obtained. In an emergency brake, this way abovementioned could cause your motorcycle to be out of control owing to the front or rear wheel braked suddenly.

- * Before turning away your motorcycle, you must firstly decrease throttle opening and then operate the brakes to reduce your motorcycle's speed. In case you do not reduce the throttle opening or brake it abruptly as your motorcycle is being turned away, it could result in the runaway, slipping to one side and even overturning of your motorcycle.

- * When you ride on a humid or porous road, you are to ride smoothly and to protect your motorcycle from being accelerated suddenly, braked abruptly and turned sharp.

PARKING YOUR MOTORCYCLE

* By gradually closing the throttle and slowly operating the front and rear brakes, you can cause your motorcycle to smoothly stop. The engine may be gone out as you off the ignition switch. After having parked your motorcycle, you must support it with its main stand, and set the fuel cock to "OFF".

CAUTION

Don't park your motorcycle on a porous or sloping ground in order to ensure its reliable standing up.

MAINTENANCE

OPERATING MAINTENANCE

* Often wipe off the dust and mud with dry cloth to keep the motorcycle clean. After touching with water, wipe it dry in time. For the zing-plating and chrome-plating parts, coat them with a little antirust oil; For the painted parts, apply a little wax to them so as to keep them bright and beautiful. In addition, apply the lubricant or grease to each movable parts.

* Check if the air pressure of the front and rear tires are satisfactory by a manometer as specified on page 10.

* Usually check if all screws, bolts and nuts are tightened so as to avoid causing any accidents.

* Usually check if the front, rear brakes and wheels are mobile and reliable. If you find out that the friction plate is severely worn or that the drive parts have not worked properly, you should adjust or replace them at once.

MAINTENANCE SCHEDULE

Your motorcycle has to be maintained according to the maintenance schedule, where the meaning of each mark is as follows: 1; Check, clean, adjust, lubricate or replace

X; Clean and replace R; Lubricate T; adjust

Item	Frequency	odometer (km)					remarks
	whichever comes first	1,000	2,000	4,000	8,000	12,000	
* fuel tank, fuel cock	three months		X	X	I	I	
* throttle system	three months	I	I	I	I	I	
* carburetor	three months	X, T,		X, T	I	I	
air cleaner	three months	X, R	X, R	X, R	I	I	
spark plug	one month	I	I	I	I	R	
lubricant for transmission		I	I	I	I	I	
* idle system	three months	I	I	I	I	I	
* * carbon-deposit for cylinder head and cylinder	three months	I	I	I	I	I	
drive belt	three months	T	T	T	T	T	
brake shoe	three months		I	I	I	I	
* Sw. for brake light	one month		I	I	I	I	
clutch	three months		I	I	I	I	
* Fr. and Rr. suspensions	three months	I	I	I	I	I	
nuts, bolts and fittings	one month	I	I	I	I	I	
* * wheel/spoke	three months	I	I	I	I	I	
* * bearings for steering	six months	I				I	
braking device	three months	I	I	I	I	I	
lighting for Fr. and Rr. lights	one month	I	I	I	I	I	
* Rr. pulley	three months		R	R	R	R	
battery	one month	I	I	I	I	I	

* indicates that this item should be serviced by the maintainers who have met with CJMF's approval, of course, user might also repair it if he has some special tools, service parts and a certain experience in the repair. Please refer to CJ50F motorcycle's service manual published by our factory, if you need to help in the repair.

* * indicates that such item only can be serviced by CJMF's servicemen on the safe side.

* Be necessary to service your motorcycle oftener when ridden on a dusty road many times.

* After the odometer reading reaches the maximum, the above schedule may be executed once more.

CHOOSING AND REPLACING THE SPARK PLUG

Recommended: spark plug T4135

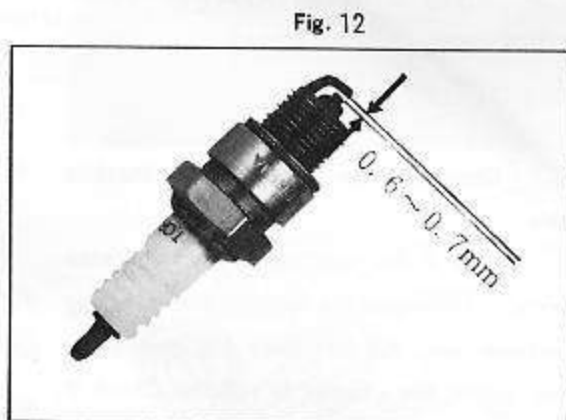
JM14×1.25

[Checking and replacing the spark plug]

* Having removed its cap, screw out the spark plug with special socket spanner in your motorcycle's tool kit.

* Clean any dirt on the base of spark plug as well as between two electrodes, and then check the clearance with a set of fingers and adjust it to the extent of 0.6~0.7mm, if necessary (see Fig. 12).

* Check whether spark plug electrode loses or not, whether side electrode excessively burns through or not. If you find out that the spark plug has been



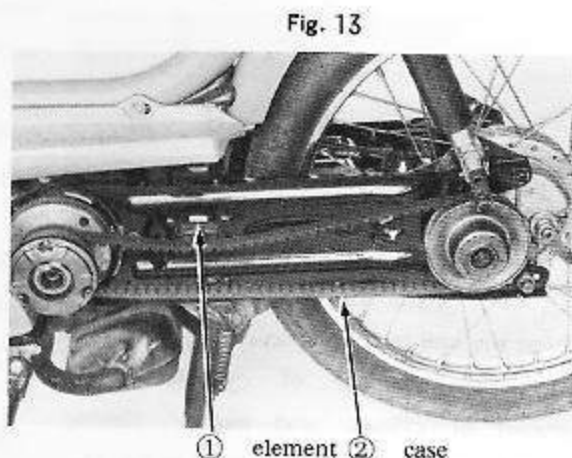
① side electrode

excessively lost or that its isolator has some cracks or falls off, you should replace old spark plug by new one.

In order to protect spark plug from improper screwing in, firstly screw it in manually and then screw down it with special socket spanner.

CLEANING AND MOUNTING THE AIR CLEANER

The air cleaner situated on left hand of rear fork as shown in Fig 13 consists of one element, rubber gasket and case. Prior to mounting it into the case the element should be enough immersed in gasoline engine oil L-ERA or L-ERB, and then the oil squeezed dry.



① element ② case

CAUTION

* Be necessary to clean the air cleaner oftener when your motorcycle is ridden on a dusty road many times.

* Be sure to usually clean the element so that engine can operate normally.

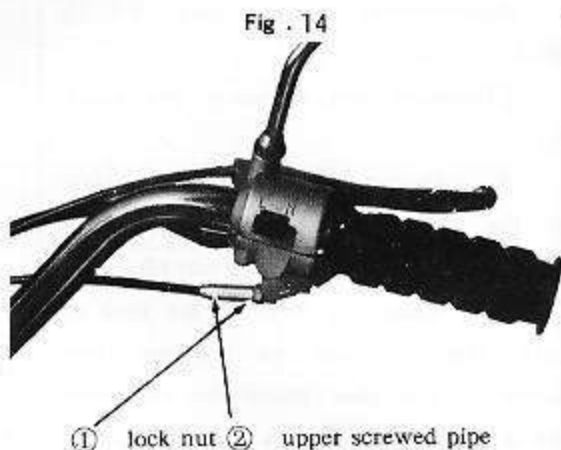
CHECKING AND ADJUSTING THE STEERING SYSTEM AND THROTTLE

[Checking the system and throttle cable]

Check if the steering system operates normally by means of turning the steering handlebar onto full left hand and then right hand, and if the stopper is reliable. Check if the throttle twist grip turns smoothly from full throttle to close throttle. Check if the cable between the throttle twist grip and carburetor is good. If you find out that it is twisted off, seized up or routed improperly, you should replace the old cable by new one or reroute it.

[Adjusting the clearance of idle running]

The clearance of idle running of the throttle twist grip should be within 2~6mm, which is slightly adjusted by the upper



① lock nut ② upper screwed pipe

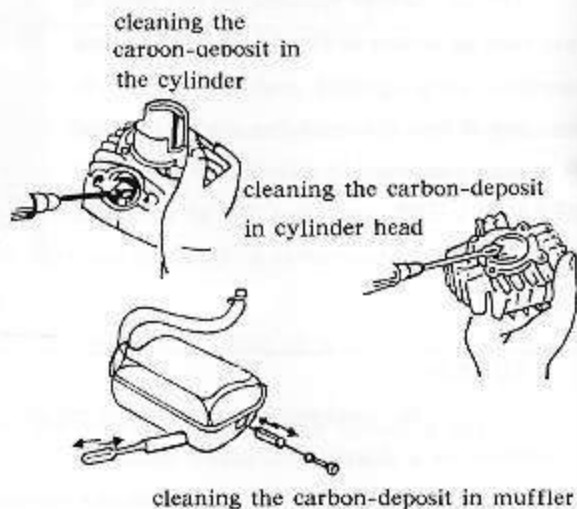
screwed pipe. First, release the lock nut ② and then screw the upper screwed pipe ① for adjusting. If you want to adjust the clearance entirely, you may release the mounted screw of the throttle cable on the carburetor, and adjust it.

CLEANING THE CARBON-DEPOSIT IN ENGIN

* Remove the cylinder head, cylinder body, spark plug and muffler.

* Clean the carbon-deposit on the piston top and in the piston ring groove, combustion chamber of cylinder head, exhaust of cylinder and muffler. Having cleaned, remount them as shown in Fig. 15.

Fig. 15



cleaning the carbon-deposit in the cylinder

cleaning the carbon-deposit in cylinder head

cleaning the carbon-deposit in muffler

CAUTION

Take care and never scratch the surfaces of these parts in the course of cleaning and remounting them, otherwise it would result in low engine output.

CLEANING AND ADJUSTING THE CARBURETOR

* Remove the throttle cable and spark plug cap, and then the connecting bolts which are between frame and engine.

* Lift the frame and remove the carburetor, and clean any dust and impurity on surface of carburetor.

* Disassemble the carburetor as shown on page 22 and clean every part with a cleaning oil, and then make them to reassemble under the clean condition.

* Be necessary to check the carburetor operation after it has been well reassembled, and adjust the idling speed to no more than 1,500 r/min.

[Adjusting the idling speed]

Clockwise put the fine-adjusting screw for idling speed in place with a screw driver and return it in 3 to 6 turns. In addition, adjust the throttle stopper screw by which clockwise rotation the idling speed increases, on the contrary reduces.

Above two screws are operated in a coordinated fashion when adjusting the idling speed.

CHECKING AND ADJUSTING THE DRIVE BELT

* Go out the engine and rest your motorcycle against its main stand, and then remove the belt cover.

* Properly deviate the mounted belt from the edge of rear pulley in about 0~2mm.

* Release the respective two bolts M8 connecting both transmission and rear brake

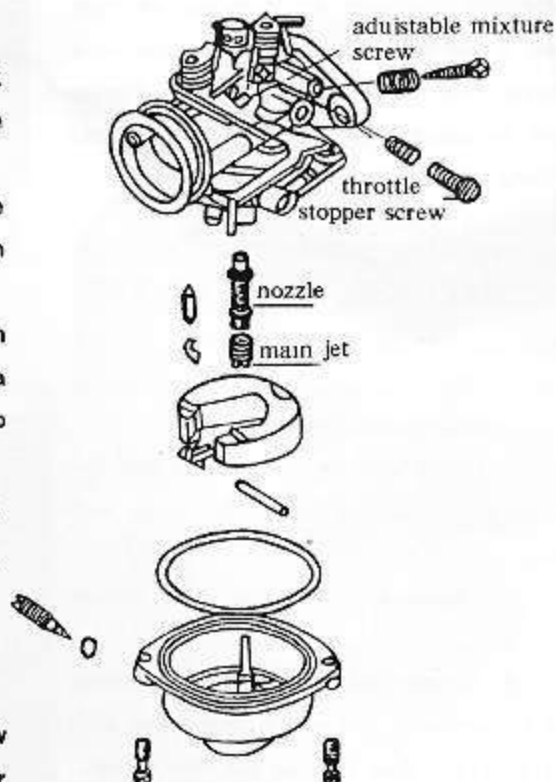


Fig. 16 carburetor

cover with rear fork.

* Adjust the relative position of both rear wheel and rear fork so as to have a proper belt tension.

* Having tightened above four bolts M8 and released the main stand, let your motorcycle move on for rotating its rear wheel in one turn, and check if the clearance between rear wheel tire and inside of main stand is about 10mm in order to avoid colliding in the course of riding.

CHECKING AND ADJUSTING THE TRANSMISSION

* Remove the driven pulley.

* Screw out the adjustable nut for brake cable, and draw out the cable and spring.

* Remove the chain and driven sprocket.

* Screw out four bolts connecting both transmission and rear brake cover with rear fork, and then remove the rear wheel.

* Remove the transmission and rear brake cover from rear wheel.

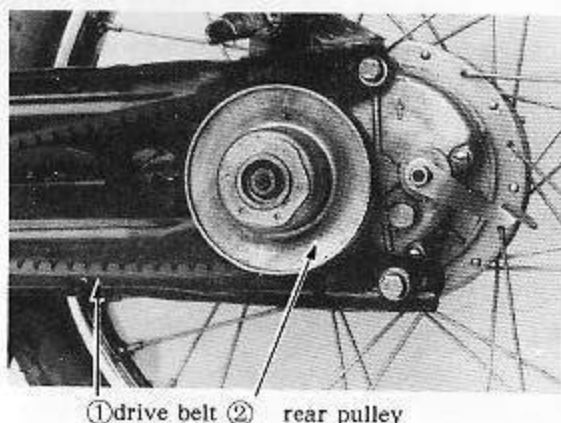
* Screw out the screwed plug ② and empty the transmission of the used machine oil. After cleaning out it with a cleaning oil, and then fill up with gear oil No. 26 or machine oil No. 10 in 75cm³ (see Fig. 18).

* Reassemble them in the reverse order compared to above removal.

[Lubricating the rear pulley]

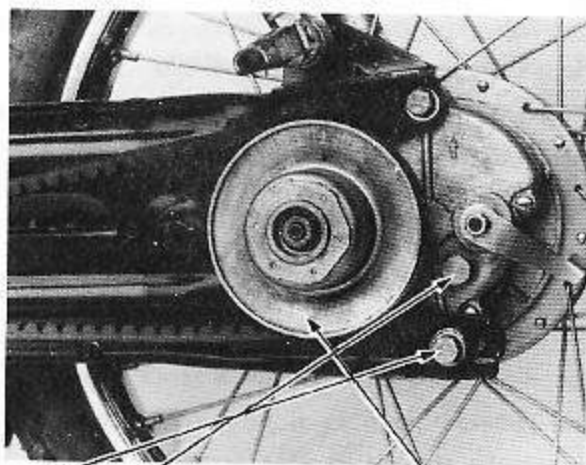
* After removing as shown in Fig. 19 and cleaning out rear pulley, drip the compound lime grease No. 1 in 5~7g to the part ① of movable driven pulley, and then reassemble it.

Fig. 17



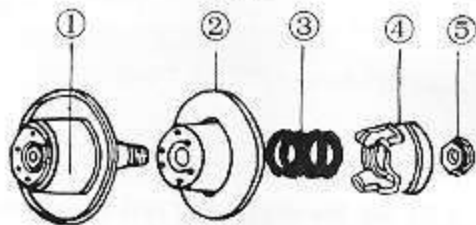
① drive belt ② rear pulley

Fig. 18



① bolt ② screwed plug for drain ③ pulley

Fig. 19



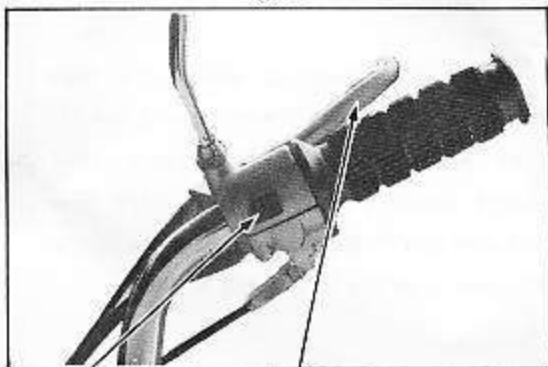
① movable driven pulley ③ spring
② driven pulley ④ driven claw ⑤ V oil seal

CHECKING AND ADJUSTING THE BRAKE

[Adjusting the front brake]

The free travel of the terminal of the front brake lever ① should be within 10~15mm from beginning on the brake to just coming to a stop.

Fig. 20

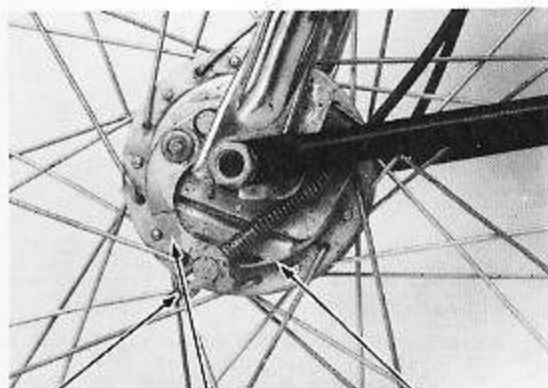


②winker switch ①front brake lever

Be possible of adjusting the free travel with the adjustable nut ③ on front brake arm ④. Having adjusted the free travel, be sure that the brake arm pin ⑤ should be engaged with the end ARC groove of adjustable nut.

* Operate the front brake lever several times. After releasing it, check if the front wheel rotates nimbly. Readjust the front brake, if necessary.

Fig. 21



③adjustable nut ④front brake arm ⑤brake arm pin

A. decreasing the free travel

B. increasing the free travel

CAUTION

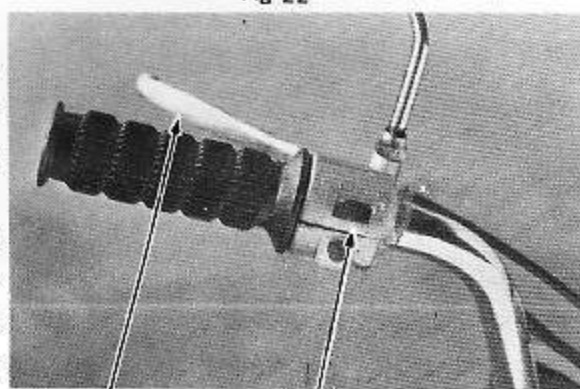
If you fail to adjust the front brake with above way, please contact the CJMF/S servicemen.

[Adjusting the rear brake]

* The free travel of rear brake lever ① should be within 10 ~ 15mm from beginning on the brake to just coming to a stop.

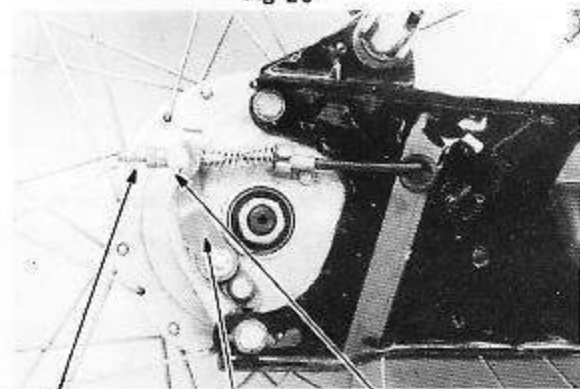
* If you want to adjust the free travel, you may rotate the adjustable nut ④ on rear brake arm ③ clockwise, as a result the free travel less, in reverse, more. The brake arm pin ⑤ should be engaged with the ARC groove on the adjustable nut ④.

Fig 22



①rear brake lever ②lighting switch

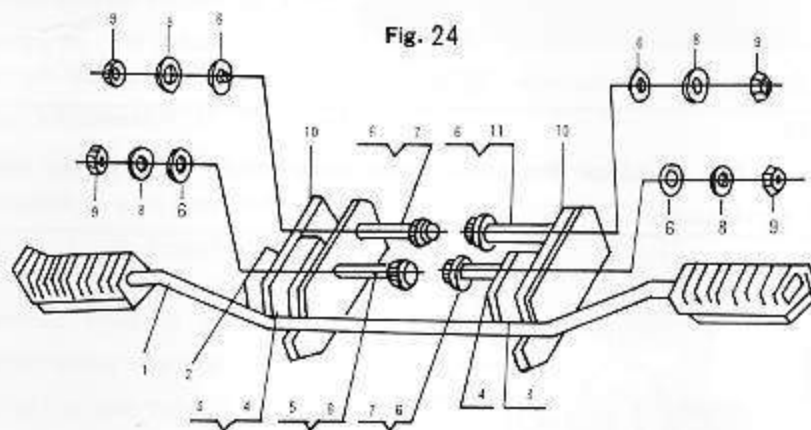
Fig 23



④adjustable nut ③brake arm ⑤brake arm pin

ASSEMBLING THE FOOTREST

Assemble the footrest according to the assembled sequence as shown in the following figure. If you assemble it by yourself, you should pay special attention to it so as to avoid an accident.



①footrest ②starting mechanism

③crankcase ④exhaust muffler ⑤bolt M8 × 60 ⑥washer Φ8 ⑦ bolt M8 × 40 ⑧ spring washer Φ8 ⑨ nut M8 ⑩rear fork ⑪ bolt M8 × 20

MAIN TECHNICAL DATA

Item	Technical data
Outline size	
Total length	1660mm
Total width	700mm
Total height	1010mm
Wheel base	1060mm
Road Clearance	≥ 100 mm
Dead weight	52kg
Tyre	
Front wheel specification	2.25-17-2PR
Rear wheel specification	2.25-17-4PR
Max. load	110kg
Performance	
Max. speed	50km/h
Sliding distance on braking	≤ 4 m at 20 km/h
Economic fuel consumption	1.5L/100 km at 30 km/h
Climbing ability	$\geq 10^\circ$
Engine	
Engine type	Air-Cooled two-stroke single cylinder
Bore \times piston stroke	40x 39.6mm
Displacement	49cm ³
Compression ratio	7 : 1
Max. output	≥ 1.83 kw at 5500r/min
Max. torque	≥ 3.72 N. m at 3500~4000r/min
Clutch	Dry-plate centrifugal version
Spark plug	T4135JM14 \times 1.25
Spark plug gap	0.6~0.7mm

starting system	kick starter
<p>Fuel</p> <p>Tank capacity</p> <p>Reserve fuel</p>	<p>Mixture of gasoline (octane No. 70) and gasoline engine oil L-ERA or L-ERB</p> <p>3L</p> <p>0.5L</p>
<p>Electric system</p> <p>Ignition system</p> <p>Head light</p> <p>Tail light</p> <p>Turning signal light</p> <p>Turning indicator</p> <p>Stopping signal light</p> <p>Horn</p>	<p>CDI</p> <p>12V 15W</p> <p>12V 5W</p> <p>12V 8W</p> <p>12V 1.7W</p> <p>12V 8W</p> <p>12V 2A</p>
<p>Fr. Rr. dampers</p>	<p>Telescopic mechanical shock absorber</p>

COMMON TROUBLESHOOTING

Fault	Appearance	Possible cause	Remedy
starting engine unsuccessfully or difficulty	Fuel line clogged or improper fuel	Improper fuel, non-opened cock, lower fuel level, non-pouring fuel to tank or fuel consumed	Pouring fuel according to requirement, opening cock in place, setting cock to "Res." or repouring fuel
	Sparkless or weak on spark plug	Sparkplug, ignition coil, sparkplug cap, magneto, sensor and igniter operate poorly	Checking orderly if connecting wires are conducted or reliable for spark plug, sparkplug cap, ignition coil, high voltage cable, low voltage winding of magneto, sensor, output wire of igniter etc. If damaged, replace old part by new one
	Pedaling many times, but no fuel on spark plug yet	Cock clogged, no fuel in float chamber of carburetor mainjet, nozzle clogged	Removing and cleaning cock, cleaning carburetor's line removing and cleaning main jet and nozzle
	No resistance when rotating magneto's flywheel	Relief valve lever bad-reset Relief valve cable bad-reset Relief valve spring-back not enough Relief valve bar bent Piston and ring seized, cylinder worn	Repairing or replacing Repairing or replacing Repairing or replacing Replacing Replacing
	Clutch slipping	Clutch friction plate dirtied by oil Clutch friction plate damaged or worn Drive belt adjusted improperly Drive belt worn or stretched Sensor circuit or igniter damaged Starting clutch assembled in an incorrect way	Cleaning and wiping up Replacing Adjusting Replacing Repairing or replacing Reassembling as requirement
	Choke badly Closed	Choke non-closed when cold starting	Reclosing
	Sparkplug moistened	Sparkplug sealed by oil when failed to start many times	Wiping up oil dirt on sparkplug electrode

Fault	Appearance	Possible cause	Remedy
No idling speed		Carburetor idling speed adjusted improperly	Screwing out fine adjustable screw for idling speed in 3~5 turns and then adjusting fine adjustable screw for throttle
		Carburetor idling speed main jet clogged	Passing through it with 0.3mm wire
		More gap between both reed plate and its base	Correcting reed plate
		More gap of sparkplug	Adjusting up to 0.6~0.7mm
		Though throttle full-closed, more peripheral gap	Adjusting or replacing throttle
		Leaking in jointing between crank case, cylinder and cylinder head	Repairing or replacing gasket
Engine going out when accelerating	Fuel line clogged partially	Cock non-opened in place main jet, nozzle clogged Cock clogged	Opening in place Removing and cleaning Removing and cleaning
	More air inlet	Carburetor transition hole clogged air cleaner element non-mounted in place or machine oil not poured after cleaned carburtor air importing cover Non-mounted in place	Cleaning and blowing with compressed air mounting in place or pouring proper machine oil Remounting air importing cover and close-touching it with air cleaner case
More fuel consumption	improperly operated or adjusted	Brake lever usually held when ridden at low speed for long time Fr and Rr brakes adjusted improperly Fr. and Rr wheel rotating not nimbly	Forbiding to hold brake lever when riding Forbiding to ride at engine depressed speed Adjusting Fr and Rr wheels to rotate them nimbly
	Fuel line leaking	Fuel tank, cock leaking Carburetor leaking	Repairing or replacing Repairing or replacing
	Less air inlet	Cleaner element too dirty Excessive machine oil poured into cleaner element Air inlet colgged	Cleaning Squeezing off excessive machine oil Passing through it

(CONT'D)

Fault	Appearance	Possible cause	Remedy
More fuel consumption	More loss	Fr. and Rr. brake arms poorly-reset drive parts rotating not nimbly insufficient tire air pressure inadequate drive belt: adjusting incorrect ignition timing, usually "booming", sensor shifting incorrect spark plug gap	Cleaning, lubricating, adjusting or replacing relative parts inflating tire as specified adjusting it as specified checking, repairing or replacing sensor and igniter adjusting up to 0.6~0.7mm
Low engine power		leaking around jointing between cylinder and cylinder head. piston, ring, cylinder worn or ring seized cylinder exhaust carbon-deposited cylinder head, combustion chamber, piston top carbon-deposited exhaust muffler carbon-deposited main jet, nozzle clogged cleaner element too dirty or clogged	Repairing or replacing gasket, tightening cylinder head nuts Repairing or replacing Cleaning Cleaning Cleaning Cleaning Cleaning
Abnormal engine sound	Abnormal engine sound	Piston, ring seized and cylinder worn and poor piston Excessive carbon deposited in cylinder head Exhaust muffler poorly jointing with cylinder Excessive carbon deposited in muffler	Repairing or replacing Cleaning Remounting Cleaning
Abnormal clutch sound	Knocking when operating at idling speed	worn rubber ring in automatic clutch base	Replacing

Fault	Appearance	Possible cause	Remedy	
Poor brake performance	Inefficaious Brake	Improper Fr. and Rr. brakes adjusting	Readjusting	
		Fr. and Rr. brake cables worn or damaged	Replacing	
		Brake friction wafer excessively worn	Replacing	
		Brake friction wafer dirtied	Cleaning and wiping up	
		Brake friction wafer moistened	Wiping up and stoving	
	Brake shoe failing to reset	Brake shoe reset spring broken or spring weakened	Replacing	
		Not nimble brake lever	Greasing into cable movable parts there	
		Not nimble brake arm	Repairing or replacing	
	AC and DC circuit bad operation	Ineffectual horn, winker and brake light	Wire broden or bad-contact	Repairing or replacing
			Battery electrolyte level lower Than low mark	Pouring distilled water as Specified
Silicon rectifier damaged			Replacing	
Fuse milted			Replacing	
Connector released or rusted			Tightening or eliminating	
Circuit damaged or short-circuited			Repairing or replacing	

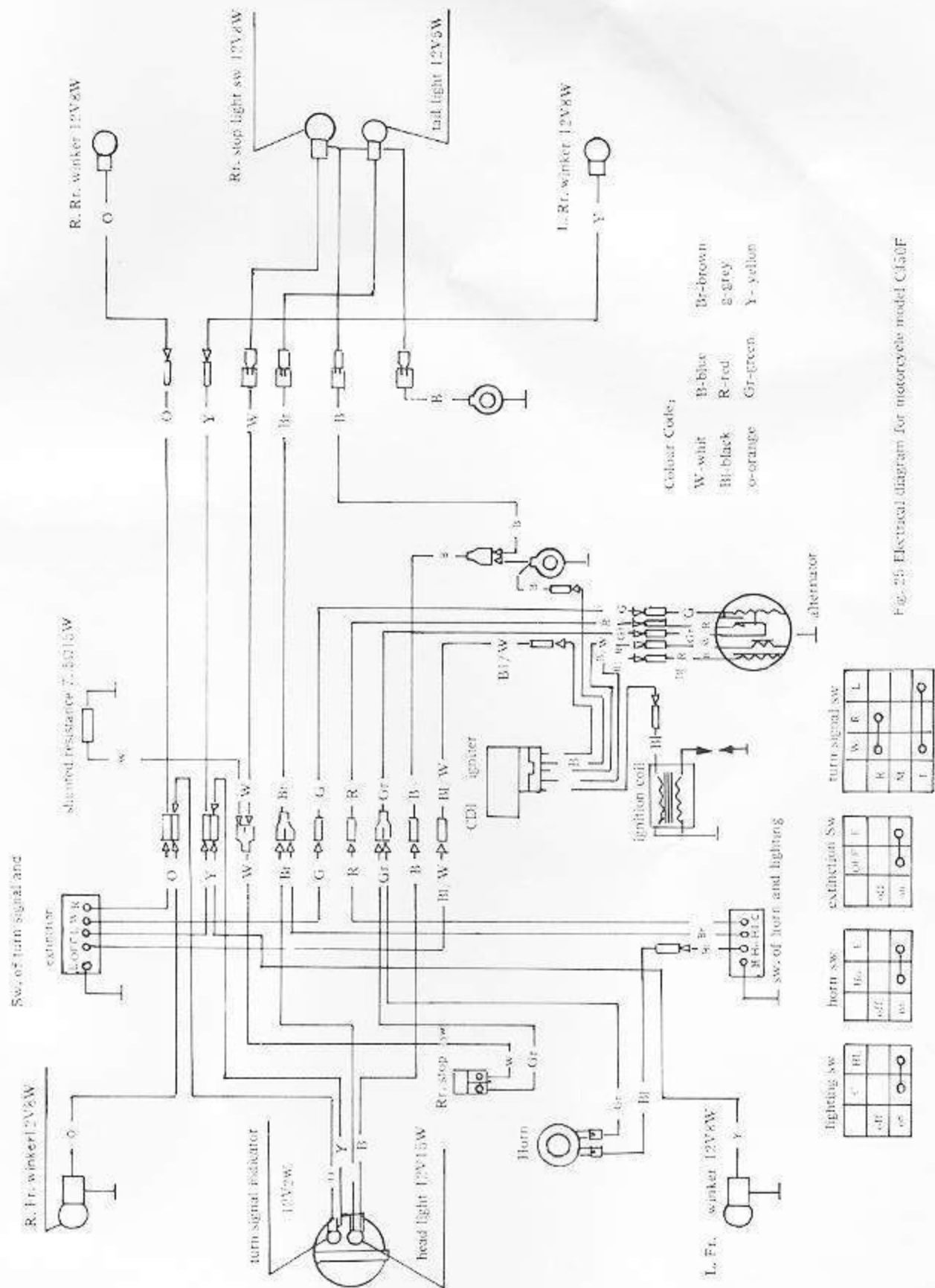


Fig. 25: Electrical diagram for motorcycle model C150F

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