



[Pit Bike Club](#) > [PBC Info Base](#) > [PBC Tutorials](#)  
[Help my bike wont start/run properly](#)

User Name   Remember Me?  
 Password

**PBC Tutorials** All your pit bike tutorials - maintenance, replacing parts etc

LOCKED

**Tutorial Tools** **Display Modes**



### Help my bike wont start/run properly

Read this to fix any issues with starting or running problems  
 Published by [Despise](#)  
 05-07-2007

#### Help my bike wont start/run properly

I always get people saying my bike wont start and this question seems to come more often than most so this is a simple but in depth guide to [HELP]My bike wont start/run properly. So you have a non running bike for whatever reason, lets help you poor sods out.

(some of the tests below will require you to have spare parts or to go out and buy some.)

## Key\* for short words

sp = spark plug

ic = ignition coil

ks = killswitch

irk = Inner rota kit

### [How to] Check for spark (For spark plug and ignition coil testing)

Take the **sp** out of the engine, give the **sp** abit of sanding with sand paper to clean it up, if the plug is wet dry it 1st. Then put the **sp** in the **ig** and put the tip of the **sp** on something metal, kick the bike over and did you see a spark? If you did thats good.

#### Tutorial Tools

Show Printable Version  
 Email this Page

#### Featured Tutorials



**Add your article!**  
 Got a quality article? Then read this

If you didnt see a spark, look at your **ks** and unplug it (follow the wire till you find the plug & disconnect). Kick the bike over again, did you get a spark? If you did, then put the **sp** back in the bike with the ic cap on (leaving the ks unplugged) and kick it over and your bike should run meaning you will need a new **ks**. **To kill the bike once its running, simply pull off the ic cap off the end of the sp.**

## **Stator Testing**

**Still not running?** Get to the stator and smell it, if it smells burnt out the chances are you will need a new stator. To test it use a multi-metre on the ignition side on the blue and green wires and you should get about 100OHMS of resistance. If theres nothing then the stator is dead and If the reading is higher or lower this could be a sign of the stator on its way out. If you know for sure its gone replace the stator.

Another thing to check is that the pickup near the stator is clean.

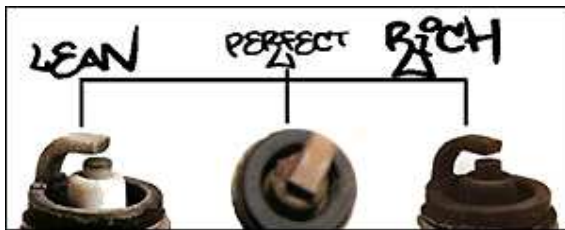
**Still not running?** you will want to retry the spark test with another **sp** (being a **sp** is cheap).

If the **sp** is wet when you take it out your best bet is to replace it is fouled & maybe dead. What you may do though is keep it, put it in a dry place and wait a few days for it to dry out, then you might be able to use it.

**Still no spark?** next thing to do is replace the ignition coil and retry the test. After this try another CDI unit

ok you have spark but the bike wont run.

**Carb/**sp** setup:** Take the plug out and what colour is it?



You want your **sp** perfect aka brown.

Running too rich will cause your **sp** to be black and this isnt ideal. This is caused by the mixture of air/fuel to be incorrect, the jet is too big or excessive use of the choke. To correct this, find the mixture screw on your carb "INWARDS" (should be clockwise) at roughly 1/2 turn at a time.

Running lean will cause your bike to not run properly when your engine gets hot, this can also lead to **sp** blistering, melting, engine problems and backfiring. To correct this, find the mixture screw on your carb "OUTWARDS" (should be anti-clockwise) at roughly 1/2 turn at a time.

### **Still running too rich or too lean?**

Then the other option is that the carb needle height is too low or too high, on the needle theres a small eclip witch sets the

needle height, by default you should start in the middle.

If its too rich you will want to lower the needle 1 notch at a time (aka move the eclips up) > (while doing a rich/lean test [read below] for each notch/setting) if too lean then you do the oppisite of whats been said above.

**If you have done all of these and your still not running properly then you either have the wrong size carb (too big or too small) or the pilot or main jet aint the correct size.**

For more info > <http://www.ooracing.com/tuningTips.htm#Sparkplug>  
<http://www.ooracing.com/tuningTips.htm#carbjetting>  
<http://www.ooracing.com/tuningTips.h...ttingbottomend>  
<http://www.ooracing.com/tuningTips.htm#mainjet>

### **Rich/Lean Test**

When you can get the bike running you will want to take your bike for a run, run it hard for a good few minutes round the block then kill the bike and take the **sp** out, What colour is it? If the colour is incorrect adjust the carb accordingly above and redo this test. Remember, if the **sp** is black sand paper inbetween the gap and the top of the **sp** so its clean then put it back in when your ready to retest.

If the **sp** is wet either dry it off or replace with another spark plug for the test.

If you still cant get your plug colour to change you will need to raise or drop the eclips on the needle making it richer or leaner

### **spark plug Info**

List of spark plugs when looking to buy a new one:

NGK CR6HSA  
NGK C6HSA  
NGK CR7HSA  
NGK C7HSA  
NGK Iridium CR7HIX  
Torch A7TC  
NGK CR8HSA plug for highly turned engines/ hotter plug

Recommended spark plugs are:

NGK Iridium CR7HIX, NGK CR7HSA or NGK C7HSA

### **stupid things to check**

Bent fuel line

Check the carb float aint upside down

Dirt in the carb/blocked jet

choke left on

Check choke is on when warming up engine and off when your ready to ride

killswitch is on or failed

Water in the carb = drain out with the overflow screw

Dirt in the carb = take it apart and clean

Blocked or bent crankcase breather tube

No oil

No fuel

CRAP in the fuel

low on fuel = use the reserve or fill up

low carb idle = turn it up

Mud or water in the exhaust

### **Symptoms of non running/running problems**

(in no real order)

You kick the bike over but only starts now & again =  
sp/ic/stator/dodgy killswitch

The bike runs but after warming up or going for a ride the bike dies = stator/wet ic/sp running lean

Bike wont run at all = water in the engine/wet sp/dead electrical component, stator & ic being the most common, CDI/fuel/wiring problem/ bad ic earthing to frame

bike wont idle, have to keep the revs on abit = low idle/carb running too rich and wet sp/cold start without using choke 1st

Bike sputters or jumps when riding = \*\*\*\* in the carb or air filter/not enough air/not enough fuel/water in the carb/carb jet size too big (bikes been sitting a year over = possible loss of octane in fuel) or failing Ignition coil

Bike starts/fires up but then dies = carb idle or mixture/stator /fuel/wet sp

Bike woudnt start very easily/stall lots = sp running Lean/clutch not disengaged, may need readjusting/ faulty ig or cdi/ dirty stator

Bike runs sometimes/only sometimes has spark and cuts out = killswitch/any other electrical component ig ect

fuel pours out my overflow tube = overflow screw is loose or carb float needs resetting

Water in your carb? dry out your air filter and undo the bowl overflow screw to flush the carb.

Water in your engine? A few things you can do 1. take the exhaust off 2. take the spark plug out and tilt the bike 3. use a warm room or something hot to heat up the engine and evapourate. Or with the spark plug out and the fuel pipe disconnected kick the bike over a good few time to pump it out.

High revs/idle = kinked throttle cable, throttle sticking, slide

inside carb sticking, air screw over turned clockwise.

Bike starts fine but once hot bike cuts out or wont restart till cooled down = 2 likest causes, ic or stator

Bike runs but bike pops or exhaust is glowing red = check valve/tappet clearances. carb mixture is running lean  
VALVE check video > http://www.pitbikeclub.co.uk/showthread.php?t=7003

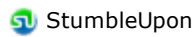
### Still not running?

If you have followed this thread down to the last word and your still not running then all I can suggest is to re-adjust your tappets (especially on stomps with IRK) and check your loom wiring and connections.

Note: I will add to this list at a later date



#### Bookmarks



#### Tags

bike problems, engine, starting

<< Previous Tutorial | Next Tutorial >>

Currently Active Users Viewing This Tutorial: 1 (0 members and 1 guests)

#### Posting Rules



You **may not** post new threads  
You **may not** post replies  
You **may not** post attachments  
You **may not** edit your posts

BB code is **On**  
Smilies are **On**  
[IMG] code is **On**  
HTML code is **Off**

#### Forum Jump

PBC Tutorials

Go

#### Address Not Found

ads.shoppingads.com could not be found. Please check the name and



[Apollo Orion 125 Front W...](#)  
**AUD\$ 54.77**



[Gasket Set 110cc 125cc En...](#)  
**AUD\$ 29.59**



[Pit Bike Dirt Bike Sbl Mo...](#)  
**AUD\$ 7.40**

Ads by ShoppingAds

All times are GMT +1. The time now is 08:28 AM.

-- 2e Forest 2009

Contact Us - Pit Bike Club - Archive - Top

Powered by vBulletin  
Copyright ©2000 - 2009, Jelsoft Enterprises Ltd.  
All Content Copyright © Pit Bike Club 2006 - 2008  
Tutorial powered by GARS 2.1.9 ©2005-2006

