General Maintenance Tips for Mopeds Scooters

Proper Scooter maintenance is crucial to getting the most out of your scooter. You should always consult your owner's manual as the following tips may vary from scooter to scooter. If the information presented here contradicts your owner manual, then you should trust the manufacture and abide by their specs. Furthermore we remind scooter enthusiasts to follow safe riding practices and ALWAYS wear protective gear.

Primer:

When the scooter is brand new, been run out of gas, been sitting for a long period or is very cold, it may be necessary to prime the carburetor before attempting to start it. This is accomplished with the primer pump bowl located at the bottom of the carburetor. Simply press and release this pump several times until gas can be seen flowing through the clear gas return line to the fuel tank. This will help start the scooter under the aforementioned conditions, however if this is done once the scooter has warmed up it may induce flooding.

Carburetor:

The carburetor has many adjustments on it and it is recommended that these adjustments to be made by experienced persons only, however we will point out the major points. The carburetor is responsible for pumping the fuel and mixing it with the air at a precise measurement. The carburetor does this with very small diaphragms, orifices and ports, which are easily clogged by contaminants. This is why is extremely important that you use only clean new fuel in your gas scooter.

Carburetor Adjustment

The small gold screw on the side of the carburetor is the idle speed screw. This screw controls the idle speed, the tip should extend about an 1/8 of an inch (4 mm). Adjust it so the engine will idle at just fast enough speed to stay running.

The brass color screw located lower on the side of the carburetor next to the choke lever is for the high speed mixture. Start by turning this screw in (clockwise) until it stops. Don't turn it in tight, just until it stops. Next, turn the screw out two full turns (counter-clockwise). This is the factory setting. You should be able to start and operate the scooter with this setting. Once you have it running, you can fine tune. Never turn the screw more than 1/8 of a turn at a time. Try turning it IN about 1/8, this will help the top speed

operation. BUT, turning it in TOO MUCH will cause the motor to run lean at full speed and can burn a piston. Also, running too lean will cause a loss of low end power. Once you get the mixture set you can adjust the idle, it should be low enough that the engine doesn't vibrate. Finally make sure you have the choke lever down completely after the scooter is started and warmed up.

There is also a main jet adjustment screw dead center on the top of the carburetor. This is most always set at 1 full turn out. If this is not adjusted correctly, your scooter may not run, or run very poorly. Once again, turn screw all the way in (clockwise) and then out (counter-clockwise) 360 degrees (1 full turn).

Idle:

If the scooter will not idle or idles too fast, an adjustment screw is provided next to the choke. Turning this screw clockwise will increase the idle speed. Turning the screw counterclockwise will decrease the idle speed. Remember that an idle speed that is too fast can be dangerous.

Spark Plug:

The spark plug is a crucial and vulnerable part on your engine. Your spark plug can be located on the top of the engine under the protective rubber boot. Your scooter comes with a tool kit containing a spark plug wrench for easy removal. The spark plug must be clean, and must be replaced promptly when signs of wear begin to show. The condition of the spark plug can tell you a lot about how your motor is running. If the electrode is white, that can be a sign that your scooter is running too hot. This can be a result of either running too lean, or that the fuel and air mixture is too lean. If you are running your scooter to rich then your spark plug may be black, covered with gas, oil, or carbon. Another common problem is that the spark plug gets clogged up with carbon and/or oil and "fouls". This should be checked by assuring the electrode has a clean gap of .023 in.

Air Filter:

The air filter is used to clean the air going into the engine. Periodic cleaning of this filter is recommended to protect your gas scooter engine against the damaging effects of dirt and abrasive particulates. Your air filter can be located on the front of the engine and the protective cover can be removed with one screw. When the protective cover is removed the air filter is revealed. You can also see the small workings of the choke and butterfly valve. The filter should be free from dirt and grease and appear clean like the one shown on the right. If

there are contaminants on the filter it can be cleaned in a container of gasoline. Allow the filter to dry before re-installing it into your gas scooter.

Throttle:

There are two main types of scooter throttles. One is a twist type, and the other is a hand throttle. Although the throttles are different in operation, they are essentially mechanically the same. When the rider applies the throttle, a cable carries this motion down to the engine. For continued smooth operation it is important to keep this cable clean and free of obstructions. Should the throttle begin to feel loose and sloppy, the slack can be adjusted on the cable at the handlebars. Simply loosen the lock nut and adjust the cable tension via the adjustment screw. Once the desired tension is achieved retighten the lock nut.

Brakes:

The easiest way to adjust your brakes is on the handbrake itself. This adjustment has two simple steps. To change the tension on the cable merely back off the locking nut and screw the adjustment screw in or out accordingly. Once the desired tension is achieved re-tighten the locking nut.